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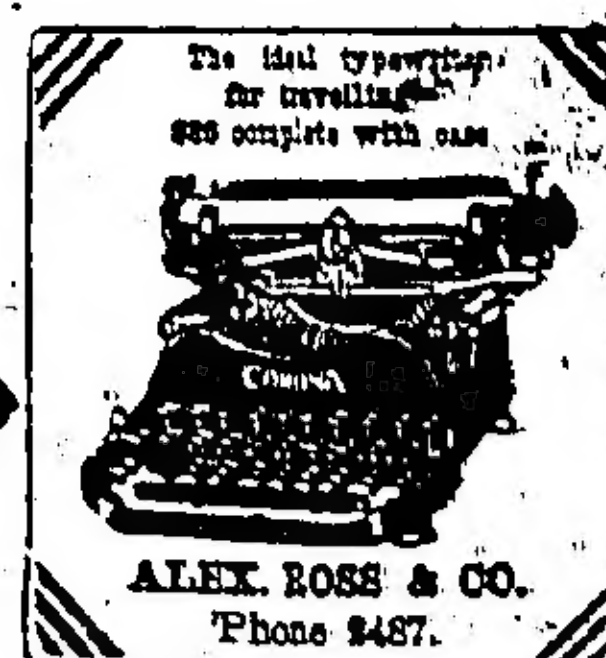
ESTABLISHED 1845

August 28, 1919, Temperature 82.

Rainfall 0.16 in.

Humidity 86.

August 28, 1918, Temperature 78



No. 17,553.

四拜禮

號八廿月八年九十壹百九千壹英

HONGKONG,

THURSDAY, AUGUST 28, 1919.

日四初月七閏未己亥年八國民華中

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

SITUATION IN EUROPE

MR. HOOVER'S VIEW OF IT.

LONDON, Aug. 28.
The Times correspondent in Paris has interviewed Mr. Herbert Hoover, who reviewed the situation in Europe on the eve of relinquishing control of the Food Commission. He is returning to America for rest. He said Allied relief had just prevented a total catastrophe in Europe through famine and anarchy. He believes that the danger of Bolshevism generally has passed. Europe had received upward of ten million tons of food from America and generous help from other sources since the armistice, but the problem of production and self help in the war-stricken countries was still unsolved. The position probably would be difficult for another year. The new states would soon be able to import on their own account if given credit. The Allies must support those portions of Russia rescued from the Bolsheviks for at least a year. Mr. Hoover believes the withdrawal of the British from Armenia will precipitate a general massacre and destroy the relief measures there.

L.O.N. WORK.

PARIS, Aug. 24.
The Council has decided to ask Rumania, her intentions regarding Banat, which Serbia fears Rumania is about to seize.
The Council agreed to a recommendation by Foch to send to Germany immediately an Allied commission to control the surrender and destruction of war material. This commission should not have gone to Germany till peace was ratified. The Council decided to forbid Germany to sell air material and to demand a refund to the Allies of any sums already obtained from such sales. There have been complaints about the smuggling of numerous aeroplanes to Denmark. It was also decided to send a commissioner to Flensburg to prevent the Germans from violating the conditions for the partition of Silesia.

SILVER.

LONDON, Aug. 26.
Silver is quoted 612-593. The market is firm.

CHINESE TELEGRAMS

[Translated for the China Mail from the Wah Yee Yat Po.]

AMERICAN MINISTER'S SUGGESTIONS.

The American Minister (Acting) in Peking in his cable to the Senate suggests amendments of the German Peace Treaty so as to enable China to get back her rights and privileges in Tsingtao. Regarding the Shantung clause he further suggests that that word "Japan" mentioned therein be replaced by "China."

NEW MINISTER TO JAPAN.

The appointment of Lau Kang Yan, the present Minister to Russia, as Minister to Japan was passed by Parliament on the 28th inst. by 2 votes against 10.

A FAREWELL DINNER TO CHIEF PEACE DELEGATE.

President Chu Sai Chong gave a farewell dinner to Mr. Wong Yap Tong, yesterday. All the Cabinet ministers were present. The President urged Mr. Wong to start for Shanghai immediately, and the latter promised to proceed south when parliament adjourns.

CHINA'S DECISION ON AUSTRIAN TREATY.

The Cabinet has cabled to the delegates at the Paris Conference instructing them not to sign the Austrian peace treaty unless the terms concerning China in the treaty are restored to their original form.

DEMOLITION.

The Cabinet has decided to appoint four high officers two each from the North and South as Chief Commissioners for directing the disbandment of soldiers in the country. Tuan Chi-jui and Kan Wan-pang will be the North Commissioners and Luk Wing-ting and Mok Wing-sun will be the South. A telegram has been sent to Luk Wing-ting consulting him upon the necessary arrangements.

RICE PROHIBITION IN HUNAN.

The Cabinet has instructed the authorities of the Hunan Province to prohibit the exportation of rice from the Province.

THE CANADIAN PACIFIC OCEAN SERVICES.

COMMANDER THOMAS FISHER, R.N., THE NEW MANAGER.

A particularly interesting naval career lies behind Commander Thomas Fisher, who has just taken up his new appointment in London as the general manager of the Atlantic lines of the Canadian Pacific Ocean Services, Ltd. The very broad field of valuable national work in naval, shipping and diplomatic circles during the war covered by Commander Fisher specially fits him for the onerous duties of directing one of the greatest passenger and mercantile fleets in the world.

Commander Fisher was born in Birmingham in 1863, and underwent his naval training at Dartmouth on the old wooden line of battleship "Britannia." He spent four years in China during the period of the Boxer Rebellion, and then having passed all his examinations with flying colours he received very rapid promotion, and at the age of twenty was made a lieutenant. He served for some years in the Mediterranean on H.M.S. "Bacchante," flying the flag of the late Admiral Sir Baldwin Walker, Bart., and later on the same ship under Admiral Sir Henry Jackson, the late First Sea Lord. After having qualified as a gunnery specialist Commander Fisher served for a short time on the staff of the Director of Target Practice. Later he joined H.M.S. "Bellerophon" as gunnery officer, and when in 1912 Mr. Winston Churchill introduced staff training into the Navy, Commander Fisher was in one of the first batch of officers to take the staff course, ultimately being selected to remain on as a lecturer at the Naval College at Portsmouth. When war broke out he went to sea with Admiral Sir Alexander Bethel, the then president of the War College, as flag commander in the Reserve Fleet. He was associated here with the important work of safeguarding the passage of the Expeditionary Force to France and was present at the landing of a small force of Royal Marines at Ostend in September, 1914. With the termination of the war, in the winter of 1914, he joined the Trade Division of the Naval War Staff at the Admiralty, and was there in charge of that part of the organisation set up to deal with questions relating to neutral shipping. These were the early days of the blockade, and neutral steamers were doing their best to evade the naval patrols and carry supplies to Germany via neutral ports. Commander Fisher took a prominent part in devising and carrying out the system of supervising the movements and cargoes, &c., of neutral vessels by means of control over their supplies of bunker coal at ports at home and abroad. This system, when in full working order, materially lightened the arduous task of the cruisers employed on blockade duty, because it was one of the conditions that all ships bound to or from countries adjacent to Germany should call voluntarily for examination at a British port. Commander Fisher's services in this matter have recently been recognised by the award of a C.B.E.

In 1916 he was employed as technical representative in the various negotiations for the use of neutral shipping by the Allies. This work was of vital importance to France and Italy, and indirectly to England also, in maintaining supplies during the most difficult part of the war. Incidentally, Commander Fisher gathered a valuable knowledge of the shipping interests of Europe.

During the period Commander Fisher served on various Government committees dealing with commercial and shipping matters, including amongst others the Coal Exports Committee, presided over by Sir Douglas Owen, and the Board of Trade Committee for the Conservation of Coal, presided over by Sir Wm. Marwood. It is not without interest that the latter committee, on a motion by Commander Fisher, supported by Sir Richard Redmayne, passed a resolution which ultimately led to the introduction of the Daylight Saving Bill by the then Home Secretary, Mr. Herbert Samuel.

In the summer of 1917, soon after the United States came into the war, a liaison officer was appointed to link the British Ministry of Shipping with the United States Shipping Board. Sir Thomas Royden was first chosen for the important post, and he was followed by Commander Fisher, who filled this difficult and responsible position with marked success.

In America Commander Fisher had an opportunity of examining at first hand the shipping and transport problems of the States and Canada, and in connection with his duties he visited all the principal ports on the Atlantic seaboard including the Canadian ports of Montreal, Quebec, and Halifax.

"FOREIGN DOG!"

The Manchester Guardian says:

In the early seventeenth century any alien who landed at Dover was liable to be pursued about the streets by a mob shouting "Foreign dog!" Later on we gave up this habit, partly because foreigners did not terrify us so much as before, and partly because we knew there were always more Englishmen landing at foreign ports than foreigners landing in England, and we did not want our men who went abroad to be followed by mobs crying "English dog!" at their heels. The older spirit, the "Here's a stranger—let's heave half a brick at him" spirit, seems to have completely possessed a small majority of the Standing Committee of the House of Commons on the Aliens Restrictions Bill. Recently it outdid all its previous excesses against the unlucky foreign equivalent of the Englishman landing in America. By a majority of fifteen to twelve it carried, against better sense of the Government, an amendment providing that no person, firm or company carrying on business in England shall employ aliens in greater proportion than 10 per cent. of the total employees, except where the total number employed does not exceed ten. In these latter cases one-third of the total may be aliens. To judge the merits of a proposal like this it is always best to suppose it applied by others ourselves. Of course, to suggest that the rule of doing as one would be done by is a precept of any moral authority would raise a hoot of derision among politicians. But, granting for the purposes of argument their working assumption that Christian morality is a back number, it is really quite useful nevertheless to try to imagine what it will be like when we get it for tat. Before the war it was a common source of advantage for English employers and workmen to equip foreign factories with British machinery made in or near Manchester and Oldham. British manufacturing engineers would send complete staffs of foremen and working engineers to install the machines. When the recent work is completed and all foreign countries have copied our enactment there will be no more of that. If Serbia or Rumania, for instance, should be blessed with a boom in the building of cotton mills, it will no doubt be carefully provided that Lancashire shall not supply more than one in ten of the engineers employed at high wages in fitting the mills. Again, if the Halle Orchestra should visit America, the American replica of the recent masterpiece of sagacity will provide that nine-tenths of its musicians shall be turned from the door. When Lancashire troops entered Lille and Roubaix last year they found, not a little to their pride, that there was in each town a considerable English, and mainly Lancashire, colony employed in the local textile industry. The statesmen who drafted the amendment carried recently would put an end to all that.

And yet we cannot quite believe that their object was to create distress and unemployment among British workmen abroad. Probably their only motive was a belief that even now there is a little popularity to be got among ignorant voters by beating the anti-alien tom-tom. Perhaps they do not even know that the number of British subjects seeking work in foreign countries is several times as great as that of foreigners seeking work here, and that for every one foreign tailor or seamstress whom they succeed in starting in England they may as well starve two or three English men or women elsewhere. But if they know they do not care. Good enough for them that the smothering of aliens was thought by expert dealers in press "stunts" to have money in it during the war, and that it was thought by expert electioneers to have votes in it last December. Granted that much, the safety of British workmen abroad, the sanctity of British treaties (only referred to in the amendment by somebody else's afterthought), and the reputation of England for international decency, all counted for nothing. With all the direct representatives of British workmen opposing the amendment, this appeal by anti-Labour politicians to mob spite offers a good illustration of demagoguery and of its essential difference from democracy.

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CHAMBERLAIN'S Colic and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

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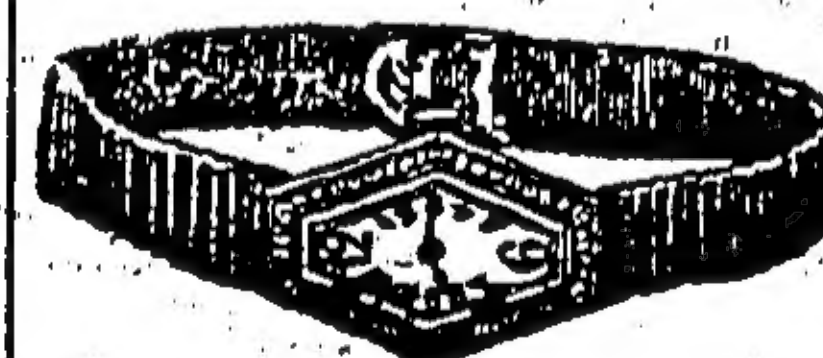
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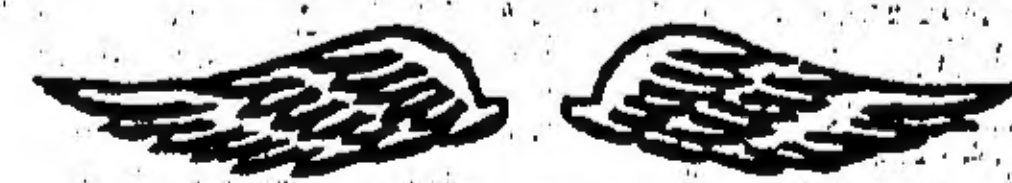
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HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club, will be held in the CLUB HOUSE, on MONDAY, the 8th September, 1919, at 3.30 p.m.

BUSINESS:—As posted in the Hall of the Club.

By Order,

E. DES VOEUX.

Secretary.

Hongkong, August 27, 1919.

PEAK CLUB.

SATURDAY NEXT, August 30th, at 9.15 p.m.

"THE GLOBE TROTTERS"
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DANCING, 11.00 p.m. to midnight.
Tickets, \$3.00 each, to be obtained from the Hon. Secretary of the No. 1 Boy.

MIXED AMERICAN TENNIS
TOURNAMENT.

This will be played on Saturday afternoon next (weather permitting), commencing at 4.00 p.m.

Entrants are requested to notify the Hon. Secretary, as soon as possible, if they are unable to play.
Hongkong, August 27, 1919.

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**CADBURY'S
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WHAT'S YOUR GUARANTEE that every
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Made in various styles. Some have
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Made by day. Prices very low. All are
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Write today for literature. "Iyco"
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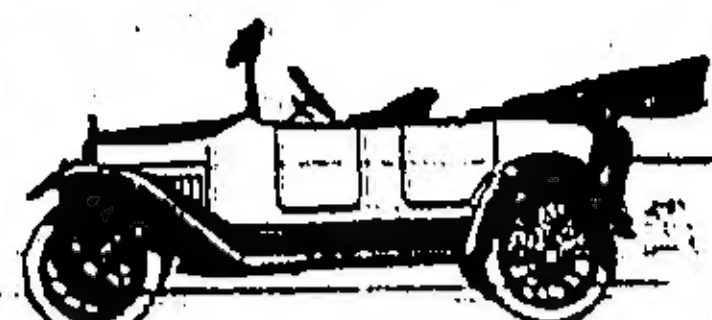
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The Natural Milk Food for Infants,
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We have just received a large consignment

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65 cents per lb.

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4 Stamps.

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W. D. & H. O. WILLS'

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“Embassy”

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ON SALE AT ALL STORES.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

SOCIALISTS AND MEXICO.

In a tube train recently, a traveller insisted on discussing his views on many subjects. He brought forward the example of Mexico as the ideal country for Socialists, because coexistence there has been abolished. He would have been accounted, of course, if he had said that for some sections has been abolished. School-teachers and public employees not in the Carranza swim have gone for months without a cent of pay. It is said, however, that Carranza himself has 150,000 soldiers on his pay-roll, but only 60,000 actual men. These get paid when there is nothing else to do but pay them, and their general, handing the pay in a lump sum, makes what he can out of it. The units is that the army, and that this is held together, not as a military organisation, but as a gang of thieves.

BRITISH ROYALTY.

The Abolition of German Princeloms—and Dukedoms—in the Royal Family in exchange for good honest English titles, says a Ceylon contemporary, has been followed by the practice of giving English Princesses in marriage to Englishmen. Thus, Lady Patricia Ramsay, the daughter of the Duke of Connaught, married a Commander in the Royal Navy, and now the daughter of the Marquess of Cambridge (formerly Duke of Teck) is affianced to Major Evelyn Gibbs, of the Coldstreams. The Major is a nephew of Lord Aldenham, a peer, as Mr. Lloyd George once said of another noble lord, whose "wine of nobility is rather new." He is the second peer and senior partner in the banking firm of Messrs. Antony Gibbs and Co. We are indeed witnessing a revolution when Royalty and Commerce unite in matrimony. But it is a whole-some change.

EX-SOLDIERS' SOCIETIES.

Acknowledging the presentation of the freedom of Liverpool, Sir Douglas Haig referred to the "rivalry and antagonism" which is resulting from the existence of so many ex-service men's organisations in the country, acting more or less independently of each other, and to the growing political tendency this state of affairs is giving to an "essentially national movement."

"The effort to amalgamate these different ex-service societies throughout the country," Sir Douglas Haig said, "is under consideration at the War Office, but has not yet achieved success. There is a limit to the time that any man can wait, and why should we not try and hasten the movement by starting local bodies on our own, each of us in the area he lives and works in? It later

it is found desirable that there should be a central co-ordinating body for the whole kingdom, it will be able to discharge its functions without interfering unduly with decentralised control of local co-ordinating bodies."

GERMAN ADVICE TO WILHELM.

Major Stengel, military critic, writing in the semi-official *Frankfurter Kurier*, advises the "ex-Kaiser," "voluntarily to give himself up to the Allies. Such a decision on his part would create a tremendous impression both inside and outside Germany. By surrendering voluntarily he would gain the right to the best treatment, complete freedom in the selection of a place for his defence, and the calling of witnesses. The world would demand complete publicity and no concealment of any matters relating to the trial which the Entente Powers would prefer to keep back. All these advantages would be lost if the ex-Kaiser had to be taken by force. Such a step, however, demands a great, unselfish, disinterested soul, to be found only in the greatest characters. Had Wilhelm possessed this greatness he would have given up his Crown in September 1918, instead of waiting until the great catastrophe in November. Still, he has the opportunity of partially repairing the damage by voluntarily appearing before the Allies."

MORE OIL.

Indications of a very extensive oil-field, much vaster in extent than many of those abroad, have been discovered in Cardiganshire, and investigations are being made by Lord Cowdrey's geological experts, in whose hands the matter has been placed.

Not only do the shale beds ten miles from Lampeter give a flow of an oily paraffin like liquid, which the analysts say is of commercial value, but paraffin wax, indicating that the peat generates paraffin, has been discovered in the great peat bog at Tregaron, three miles to the north-east.

Some years ago this bog was explored by German chemists, who by distillation obtained from the peat, each of the following products: lubricating oil, vegetable naphtha, camphor, ammonia, paraffin wax, and tar. As the bog in question extends to four thousand acres it may well be that there are here millions of gallons of paraffin oil waiting to be tapped.

If an investigation this turns out to be the case, the oil can be run by gravitation to the Port of Aberystwyth for distribution to the markets. There are also two other flat bogs in the neighbourhood apart from the great one at Tregaron.

THE AUSSIES' WELCOME HOME.

"I am back again in Sydney after four and a half years' absence," writes an Australian Artilleryman, who fought right through the war, from the storming of Lone Pine Hill, at Gallipoli, to the smashing of the Hindenburg Line at Bellicourt, on the St. Quentin Canal. "On the way to Anneau Buffet," he continues, "the streets were filled with cheering crowds, and when we reached our destination great numbers of mothers, wives and sweethearts looked into the motor waggons, anxious to know whether their 'boys' were there. No one doubted me, however—my house is five hundred miles away; but I enjoyed the happy scene, and my camera snap-shotted many excited groups. A 'Digger,' noticing my loneliness, invited me to the house of relatives, who had never seen him, and they, not knowing which of us was which, hugged and kissed us both alike. Inside there was a huge cake, covered with ice, our colours, and 'Welcome Home' in large letters. The table was soon relieved of its toothsome burden. At the barracks next day we got our discharge and a suit of civilian clothes, unfit even for working in. We really thought of re-enlisting."

ANGER STORIES.

The following delightful story we do not remember to have seen in Mrs. Creighton's "Life" of her late husband. Mrs. Creighton had been addressing a great mothers' meeting in the East End of London on how to make home attractive and comfortable—Old lady, at the conclusion, to another old lady: "Ah it's all very well but I should like to know what Mrs. Creighton does when old Mr. Creighton comes home drunk." This brings us naturally to intoxication, with which, as is usual, we may conclude. "A Scotch minister, returning to the manse in the gloaming becomes aware of a figure sleeping sweetly in a ditch. On further examination he discovers one of his own elders. After dragging him up and restoring his suspended animation, he asks with some indignation where his church officer had been." "Well, Minister, I cannot well remember, whether it was a wedding or a funeral but it was a grave success." This as Anger says, may have been the worthy who, after drinking champagne at the earlier course of a dinner party, was heard to murmur "I hope there's some whiskey coming. I get very tired of these mineral waters." If anyone wants more of these Anger stories let him go to Miss Schol's book.

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Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

MACARONI, PASTE STARS, EGG NOODLES,

VERMICELLI,

AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

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Operating:—

THE HONGKONG HOTEL The leading Hotel in the Far East.

THE REPULSE BAY HOTEL The coming seaside resort of South China.

THE HOTEL MANSIONS The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.

The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specialising in outside catering such as banquets, dances, parties, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.

Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with

Telephone No. 483, Catering Department.

Telephone No. 1673, Manager.

J. H. TAGGART, Manager.

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ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting
A European Bath and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA."
J. WITCHELL, Manager.

PALACE HOTEL

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(Two minutes from Star Ferry).

Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to

Telephone K-3. Telegraphic Address: "PALACE."

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ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 44 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietor. Lunches meet Passenger Boats.
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FILLET MACHOON.

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Home-Made Assorted Chocolates
Harvey's Malted and Borden
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California "Star" Chocolates
American Chocolates
Special Cocoa
Cocoa
Cocoa

TANG YUK-DEWEE.

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the late SIEN TING.

14, D'ARQUILL STREET.

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HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction (For Account of the Concerned),

SATURDAY,
August 30, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,
A Small consignment of
**ADULTS and CHILDREN'S
RAINCOATS,**
And
A quantity of
TOILET SOAP.

TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 23, 1919.

(For Account of the Concerned),

SATURDAY,
August 30, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
Several lots of
LINEN GOODS,
just arrived from China.

TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY,
September 2, 1919, commencing
at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street,

**USEFUL HOUSEHOLD FURNI-
TURE, GLASS, PLATED WARE,
&c., &c.**

As follows:—
Large Chesterfield Sofas, Arm-chairs
(new), Folding Card and Occasional
Tables, One Upholstered Suite,
Teakwood Bedroom Furniture, com-
prising Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
Tables, Washstands, &c., (stained
Teakwood), Sideboards, Dinner
Wagons, Extension Dining Tables and
Chairs, &c., Dinner Services, Crockery,
and Glass Ware, Cooking Stoves,
Outlets, &c., Bath Room Utensils,
Electro-Plated Ware,
Electric Reading Lamps, Teakwood
Screens, a quantity of Blackwood
Furniture, Blackwood Fire Screens, &c.,
Side Tables, Chairs, Cabinets, Pictures
&c., Several Carpets new and second-
hand.

Also
Two Pianos.
(Full Particulars from Catalogue).
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY,
September 2, 1919, commencing at 2.30
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,

**A LARGE ASSORTMENT OF
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,**
Comprising:—
HOUSEHOLD LINENS—Single and
Double Plain and Hemstitched Sheets,
Pillow Cases, Double White Satin Quilts,
Linen Damask Serviettes, Glass Cloths,
Bath Towels, Face Towels, &c., &c.
DRAWNWORK—Bedspreads, Pillow
Cases, Tray Cloths, &c., &c.
EMBROIDERIES—Bedspreads, Table
Covers, Tea Cloths, Runners 18 by 54 in.

Also
A few lots of Suit Cases and
Attache Cases.
(All new goods and small lots to suit
purchasers).
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received in-
structions to sell by Public Auction,
(For Account of the Concerned),

TUESDAY,

September 2, 1919, at 2.30 p.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street—
One 12 Bore Hammerless
English made GUN
in excellent condition with Case.
TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

(For Account of the Concerned),

TUESDAY,

September 2, 1919, at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street,
**ONE LARGE BRAZILIAN
PARROT WITH BRASS
CAGE.**

TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

FOR SALE.

At their Sales Rooms, No. 8, Des Voeux
Road, Corner of Ice House Street,
ONE FINE TONE PIANO.
by The Orchestral Co., England.
(Practically New).

Particulars from the undersigned.
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 27, 1919.

NOTICE.

ALL PERSONS with the exception
of those of Chinese race desiring to
leave the Colony for places other than
Canton, West River or Macao should
apply in person for permission to do so
at the PASS OFFICE, Post Office
Building between the hours of 9 a.m.
to 1 p.m. and 2 p.m. to 4 p.m. daily.
Applicants will be required to produce
Passports or Identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to Register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.

The Penalty for non compliance is a
fine not exceeding \$50.
E. D. O. WOLFE,
Captain Superintendent of Police.

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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3**

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25 WORDS 3 INSERTIONS, \$1. PREPAID.
Each additional 5 words 4 Cents.

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WANTED TO BUY—TWO
STOREYED FAMILY HOUSE
in Hongkong. Lower level preferred;
must be cheap. Address particulars to:
Box No. 1143, c/o "CHINA MAIL."

TO LET.

TO LET—No. 103 The Peak, 6
ROOMED HOUSE at the Peak.
Apply to FERRY SMITH, SIX &
FLEMING.

TO LET.

TO LET—From October 1st, SIX-
ROOMED HOUSE, furnished.
Good location in Kowloon. Apply
Box No. 1142, care of "CHINA MAIL."

TO LET—Part of Ground Floor,
10 Des Voeux Road Central.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**

THE SINCERE CO.

DON'T BELIEVE US.

COME LOOK SEE.

To Reduce our War Stocks,
We Reduce Prices.

AUGUST 19 : SEPTEMBER 8.

REDUCTION SALE
NOW ON.

"We ordered and ordered during War, to make sure of having
enough for our Customers."

"Stuff keeps coming and coming during Peace, so that we have
too much."

"So its GOING, GOING, GOING at Give-away Prices
AUGUST 19 to SEPTEMBER 8."

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FOR SALE AT ALL
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ONE PINT BOTTLE \$1.50
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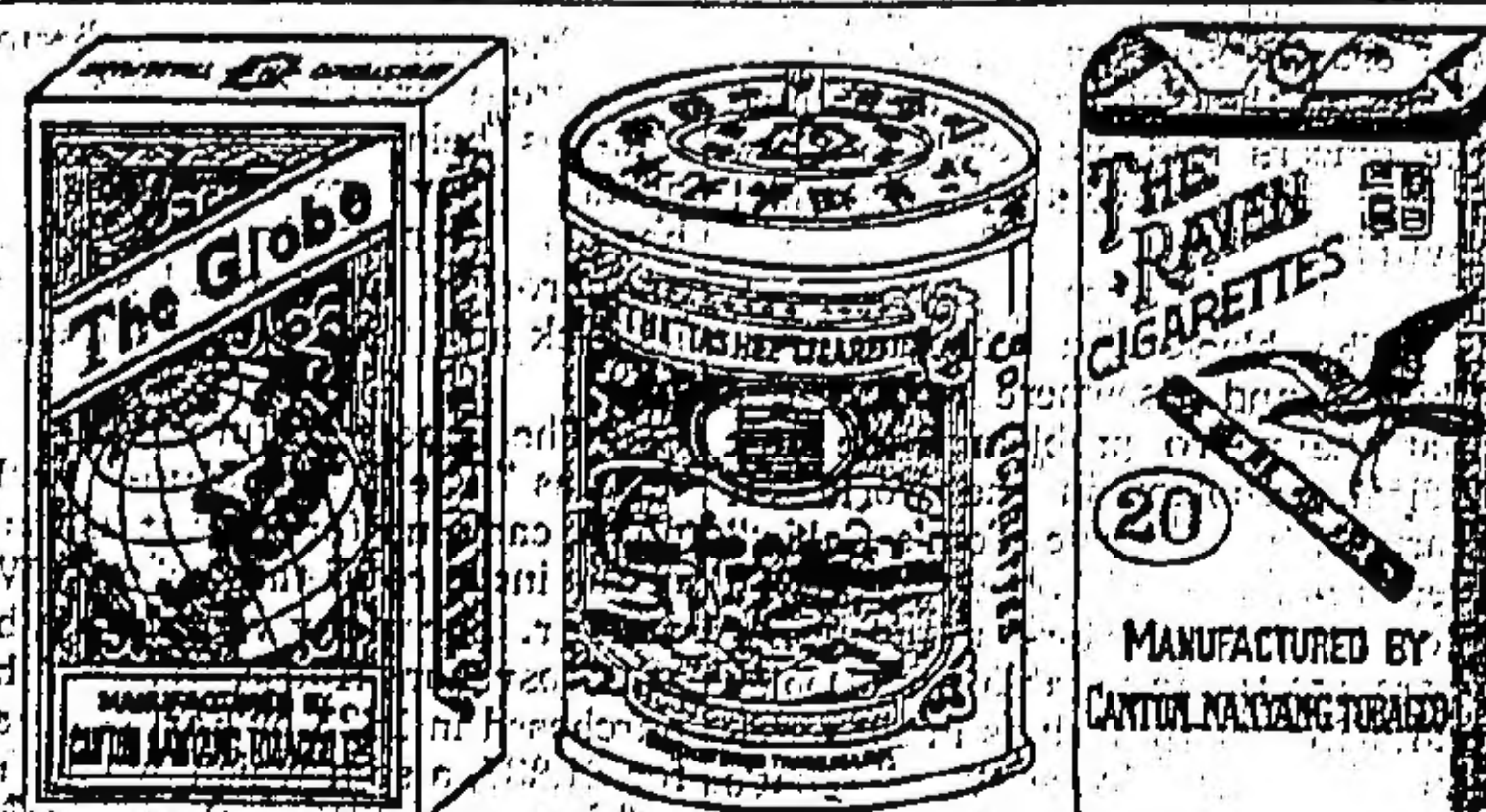
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號 百 糖 所 售 貨 香 應 造 香 烟

AFTER THE WAR.

FIVE YEARS TO SETTLE
DOWN TO
OLD STANDARDS.

Criminal statistics form the best
barometer of national morality, said
Sir Robert Armstrong-Jones, "the
famous mental specialist."

The general increase of crime in
the country to which Sir Nevil
Macready, chief of the London Police,
alluded recently, is the result of the
slackened moral sense following the
war.

War caused a general erethism.
Sir Robert explained, a great national
excitement acting on the nervous
system. Faculties latest acquired
are the first to be lost. To make
my meaning clearer, the sense of
smell, which is the first sense ac-
quired, is rarely disturbed. The last
sense acquired, the sense of hearing,
is usually the first to go.

In the same way, the moral sense,
because it is acquired late, the more
readily comes under the influence of
great excitement. It is not suffi-
ciently organized or stable to resist;
it gives way, and you get a general
lowering of morality in the country.

This explains the enormous in-
crease in petty thefts as common at
the front as at home, in house-
breaking and in offences on the
railways.

Women have developed klepto-
mania in a manner utterly undreamed
of before the war; juvenile crime
has gone up 50 per cent.

Men who suffer from neurasthenia
and shell shock as a result of service
at the front tend to lose their self-
control because the best part of their
brain is temporarily suppressed. Shell
shock can be cured if it is treated
early, but if the treatment is left late
the possibilities of cure are much less
hopeful.

It must be remembered, Sir Robert
remarked, that on a certain type of
character war has the worst possible
effect. Indeed, I believe it tends to
draw out the worst rather than the
best in very many people.

And there is no doubt that a man
who has lived a life in which killing
is the daily work is likely to be more
impulsive afterwards than ever he
was before. I do not say he would
be more inclined to actual murder,
but he is certainly inclined to do
things he deeply regrets afterwards.

Crimes of violence have decreased
because of the control of liquor, and
it will be an enormous mistake if we
go back to pre-war conditions in
drink.

I should imagine, Sir Robert con-
cluded, that it will be at least five
years before the country settles down
to its old ways and standards. Mean-
while the strongest efforts
should be made to get hold of
children—this is the first step to im-
prove national morality in the future,
but the present wave will wear itself
out as life approximates more to the
normal.

ELEPHANT HUNT.

Owing to the ravages of rogue
elephants, the bad elephants of the
family, it is stated that the South
African Government intend to shoot
the elephants on the Addo reserve,
the scrub forest near Port Elizabeth,
Cape Colony. An offer has been
made by the World's Zoological
Trading Company, through the High
Commissioner of South Africa in
London, to take over the reserve, kill
all the rogue elephants, and capture
and tame the remainder. "There
are about 250 to 300 elephants on
the reserve," said Mr. John Jordan,
a director of the company, to a *Daily
Mail* representative, "and it seems a
pity to slaughter all because there
are a few rogues among them. The
African elephant is very valuable
and much bigger than its Indian
brother. Many zoological gardens
in Europe and the United States are
anxious for specimens. The present
price is from £800 to £1,000." For
generations this reserve has been an
obstacle to farming, and people have
been killed by the elephants.

A RIFLEMAN'S RECORD
And Why He Was Able To
"Carry On"

Wounded three times, gassed, blown
up in a trench and kept a prisoner of
war for a brief period, is the record of
Rifleman E. T. Hayward, whose home is at
18, Woodcote Place, W. Norwood, Lon-
don.

The continual strain eventually told
on me," said Rifleman Hayward, "and I had
a nervous breakdown. I became irri-
table, easily startled and subject to
severe headaches."

"I was listless and scarcely able to
get about. My nerves seemed comple-
tely shattered and I felt a wreck."

"While I was at a base hospital a
friend recommended me to try Dr.
Williams' pink pills, and I did so."

"A few days after commencing the
pills I began to feel better. First of all
there was an improvement in my ap-
petite. Then my nerves gradually got
steadier, and the headaches left me. I
became brighter and had more energy."

"I made such good progress while
taking Dr. Williams' pink pills that at
the end of six weeks I was able to rejoin
my regiment, the 6th Battalion Rifle
Brigade."

"I wrote to tell my mother of my
cure, and at my request she regularly
sent me out Dr. Williams' pink pills."
"I found that they kept me absolutely
fit, and I never hesitate to recommend
them."

To overcome the miseries that arise
from nerve troubles begin Dr. Williams'
pink pills now. Go to any dealer for a
supply, and say you want Dr. Williams'
so as to avoid substitutes.

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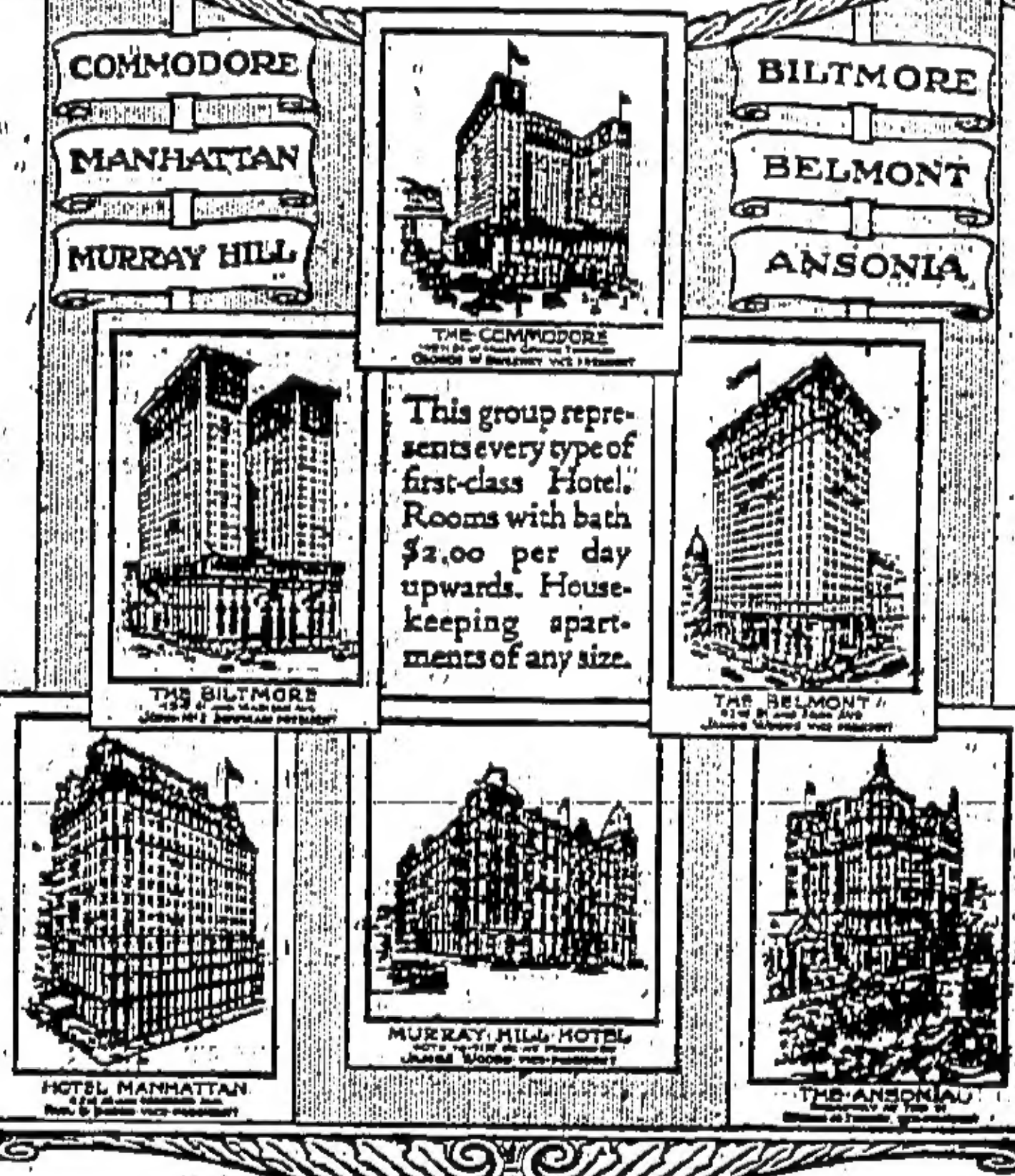
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DOG SOAP.
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SPECIAL SHOW
OF
AUTUMN
MILLINERY
Felt, Velvet
AND
Straw Hats.
INSPECTION INVITED.

BIRTH.
HOLLANDS.—At No. 3 Queen's Gardens, on the 27th inst., to Mr. and Mrs. H. E. Hollands, a son.

The China Mail.
"TRUTH, JUSTICE, PUBLIC SERVICE."
HONGKONG, THURSDAY, AUGUST 28, 1919.

ESOTERIC BOLSHIEVISM.
It is time you learned what Bolshevism really is. It isn't a special brand of bloodlust. That's Russianism, not Bolshevism. Bolshevism is a form of social organization. It is a crazy (because unnatural) scheme to secure good order. You've heard of the curfew, that night signal for all good citizens to go to bed? That was Bolshevism. You may have heard of the sumptuary laws—laws intended to limit the personal expenditure of the citizens of a community. The Greeks tried 'em, the Romans had 'em, and in the middle ages the Europeans had them thrust upon them. In our own now rather wiser (but still wobbling) land, the Second, Third and Fourth Edwards were allowed to stipulate how men should not spend their own money, especially on clothes. The Scots were the last to try it on, in 1821. That was Bolshevism. You've heard of Prohibition in America? That's Bolshevism. You've heard of persecutions in the name of religion. They were all Bolshevistic. You've heard of the intolerable police regulations in Germany, and of all their "verboten" methods of making life fit one pattern. That was Bolshevism. You've heard of D.O.R.A. She was largely (but not altogether) a Bolshevistic lady. You've heard of our Pass Office—a war department kept on in peace in order to save us from the presence of too many "leac-combers." It is an absolutely Bolshevistic institution, as far as we understand the spirit of Bolshevism, as a device to make us and keep us good and pure by act of administration. The attempt a little while ago (in the interests of vehicular traffic) to drive all pedestrians off our highways was Bolshevism. Any administrative order or regulation which infringes the time-honored personal liberties and rights of a free-born Briton, made in the spirit of an order to children by a tyrannical nursery governess, is Bolshevism. An order which says that a (car-owner) may drive out to enjoy the

moonlight but that B (car hirer) may not, strikes us as particularly Bolshevistic, Glibberly Bolshevistic. But we are now collecting public opinion about that, and will speak of it later, under the headline of "Curfew in Hongkong."

This, roughly, is what Bolshevism tries to do, namely, to make everybody look, think, and behave alike. It will "say when," presently, and limit our doses of whisky or beer; it will tell us what time to go home and put the lights out, how to spend our Sundays, what colour our bootlaces must be, and so on.

Bolshevism, in short, is Mrs. Grundy given a bureaucratic status. And that is all that Bolshevism is, only that and nothing more. What did you think it was? It is rather comical, really, the way you denounce Bolshevism abroad and tolerate it at home. For us, regard you well, Bolshevism (the first hint of it) makes our blood to boil.

FIRST CLASS.
From an obituary reference to the late Sir John Brunner, published in a Home paper, we extract the following curious remark.

He began his commercial career in an office at Liverpool, and afterwards went to Widnes. He used to say that he had made it a habit, when he was a very poor man, married on a young clerk's salary, to travel regularly first-class, with the result that he mixed with the leaders of business and learnt their views and ideas.

It reminds us of a remark made to us years ago by a Shanghai man who, over forty years in the Far East, has had his ups and downs. He declared that no matter how hard up he was, he made a point of arriving "first class" at any port he was bound for. He said it made a difference, and helped professionally. If he were going from London to Shanghai and couldn't afford first class all the way, he would tranship at Hongkong and thence proceed by first class. There may be something in it, but we doubt it. There are men who might arrive on their own yachts whom we would not employ, while one of our best men has frequently travelled steerage. So far as Sir John Brunner's claim goes, with regard to travel in English railway trains, we are emphatically against the theory that he gained by it. If a stranger speaks to you at all in a first-class compartment at Home, which he is always visibly reluctant to do (unless a colonial or American), he certainly will not say anything from which you could derive advantage. You may learn that the weather is rotten, that the country looks well, and that it is high time Parliament did more work and less talking, but you will learn nothing to help you in your business. In third

class carriages they are distinctly more affable, though (to an ambitious young business man) not any more instructive. The only way in which Sir John Brunner's boast could have been explained would have been for him to watch the passengers getting in, to choose a compartment containing two men important in the line of business in which he was interested. Then by pretending to read his paper he might eavesdrop and pick up a wrinkle or two. But as that would have been dishonourable, he would not be likely to boast of it afterwards.

A vain self-consciousness is at the bottom of most of this line of talk. They imagine that everybody is observing them, whereas they don't exist until they shove themselves forward. In Hongkong, where we have enough snobs to make the thing worth studying, we have never observed any curiosity as to the style in which a griffin may choose to arrive. They will ask him where he is stopping, and that seems to make a difference in their regard sometimes. If he were to say he was residing in a flat at Wanchai, over a samshu shop, it might interfere with his success in business; though we think a smart man would still win through—by letting the samshu alone.

A LOCAL STORY.
A very rich Hongkong Chinese had a son who had so far shown more skill in spending money than in amassing it. His father tried to check his prodigality by cutting off supplies. This awakened the business intelligence of the youth. He went to a decent pirate of obliging disposition, and made a suggestion which that worthy applauded. The youth would embark for a short voyage. The pirate would capture him and hold him for ransom of \$20,000. The father would pay. That would be \$10,000 apiece. It worked. So far there is nothing in the story which hits the young man's intellect above the average astuteness. The sequel does that. Having squandered his share of the ransom, and his father being less generous than ever, the young man was once more up against it. He met the pirate, who greeted him as a friend. The young gentleman demanded \$5,000, otherwise he would denounce him to the Hongkong Police as the pirate who had held him to ransom. He got the money. The pirate, as soon as he was safely out of the jurisdiction, wrote to the old man revealing the complete history of the affair. Did this mean Nemesis for the young schemer? Not at all. It is said that it gave the old man a great respect for his ability, and that afterwards he entrusted the son with the management of the parental estate.

H.K.R.C.
It is impossible to avoid getting into the company of members of the Reserve Corps. When this happens, one is sure to hear tales of war time. Some of these are distinctly deserving of record in print. Many of the best of them refer to Colour-Sergeant "Charley" Bond, to whose untiring work they all agree the efficiency of the Corps was due. Get your Reservist slightly mellow, and the stories he will tell of that hero are amazing. Sample:

A judge who was a Reservist asked the Sgt. Major for leave during a day he was slated for duty. He explained that he was "opening a case" that day.

The Sgt. Major (in private life connected with a whisky business) I open cases every day, and I've got to do my duty. You'll (particularly) well do yours.

The lighter side of history apart, the great value of the Sgt. Major's services to the State is seriously and universally acknowledged. How is it that in the distribution of honours the name of Bond was overlooked? Someone has blundered. We respectfully suggest to H. E. that he would please the people by making representations to the proper quarter in this matter.

SERGEANT LANNAN'S ASSAULT ARRESTED.
FOUND HIDING IN TAIPO.
The armed robber who shot Sergeant Lannan recently after assisting in a robbery at the Kowloon Dairy Farm was arrested by the Police in Taiipo, where he was in hiding. The man, who was identified by the injured Sergeant, was produced before Mr. R. E. Lindsell this morning.

The case was remanded for a week.

CANTON HARBOR NOTIFICATION.
The former Call Flag (F) flown by vessels with mail for the Chinese Post Office has been changed for the Special mail flag of the following description—A rectangular white flag having the Chinese ensign in the upper corner nearest to the mast, with the character and the word "Postes" underneath; in the field a Wild Goose in flight.

LOCAL AND GENERAL.
To-day's dollar is worth 4.3/16d.

The s.s. "Kaifong" (Capt. Pamer) cleared for Haiphong at 7 a.m. with 180 tons of general cargo.

The s.s. "Kwaisang" (Capt. Grant) cleared for Kobe at 7 a.m. with 1,000 tons of general cargo.

The s.s. "Shimo Maru" (Capt. Taniyama) cleared for Kielung at 6 a.m. with general cargo.

The s.s. "Mogami Maru" (Capt. Yoto) cleared for Takao at 6 p.m. yesterday with 300 tons of general cargo.

The s.s. "Diva" (Capt. Tobiasen) arrived from Bangkok yesterday with 1,200 tons of general cargo and 1 bag of mails.

The s.s. "Kwongse" (Captain McDonald) which arrived from Canton at 6.30 this morning brought 150 tons of general cargo.

The s.s. "Taikoo Wan Yi" (Captain Ainslie) arrived from Blyth via Java at noon yesterday with 3,970 tons of sugar for Hongkong.

The s.s. "Liangchow" (Captain Hooker) which arrived from Bangkok at 12.30 p.m. yesterday brought 1,495 tons of general cargo and 12 bags of mails.

The marriage took place on July 17 at St. James', Spanish Place, of Major Dashiwood to Edmée de la Pasture. Sir Hugh Clifford gave the bride away.

The s.s. "Namkam" (Capt. Thirlwell) which arrived from Pakhoi at 6 a.m. today brought 400 tons of cement, 380 pigs and 100 tons of general cargo. She also brought 3 bags of mails.

The first oranges to arrive in England from South Africa since the Government embargo on fruit space in 1916 went on the Kenilworth Castle. There was little freight available, but half a million oranges and grape fruit, as well as a few pineapples and tangerines, were carried.

The Vice-Chancellor of Cambridge, in a newly published diary of an American tour in 1918, tells of a negro soldier in a Southern camp who had no pass out, and who was threatened with death by the sentry if he persisted. "See hyah, boss," he said. "Et ain't no yuse fer yer gwine ter try ter hold me. I hev a ma in Hebben, an' a pa in Hell, an' a sister in Memphis, and I be done sure gwine ter see one of them ter-night."

It was sugar that helped Mile. Suzanne Lenglen to overcome the exhaustion of the last set that won the championship for her recently. She had two or three lumps of sugar thrown to her by her anxious parents, and they helped to turn the scales in her favour. Everyone was amused at the fervid embrace of congratulation which E. Decugis, who had been acting as a linesman, gave to his victorious compatriot after the match.

The new hotel to be erected opposite the Race Course by The Shanghai Hotels Company, Ltd., will be of ten storeys. The plans call for 500 rooms, a gymnasium, ball room, dining and grill rooms, theatre, Turkish baths and other conveniences of American hotels and are so drafted that accommodations may be doubled. Total 1,500,000 has been appropriated for the building. The site cost Taels 385,000. An experienced hotel man from New York is to be manager. The directors have gone so far with the arrangements as to announce that the new hotel will be conducted under both American and European plans.

Here is a sensational story of a German submarine which did not get into the papers—Somewhere in the North Sea a boat suddenly bobbed up under the bows of a cruiser, and signified that it desired to surrender. "We know that game," said the cruiser; "we're going to blow you to bits in a minute." "Don't do that," signalled the submarine. "It's quite square. We want badly to surrender." "Send off your officers then in a boat." "We can't." "Why not?" "Come and see." After much parley the cruiser sent off a boat. In the cabin of the submarine they found the officers laid out neatly in a row with their throats cut. The crew had mutinied.

The black and white riots at Chicago and elsewhere remind one that the negro problem is the most difficult problem in the world. It started when "Uncle Tom's Cabin" went to press, and nobody has dared face it since. More than twenty years ago the inimitable Mr. Dooley laid bare its difficulties in conversation with Mr. Hennessy. "What's goin' to happen to the nigger?" asked the latter. "Well," said Mr. Dooley, "he'll aither have to go to the North an' be a subject race, or stay in the South an' be an obnoxious lesson." "Tis a hard rd time he'll have anyhow." "If I was a black man I'd choose the cotton belt in preference to the belt on the neck from the pollman's club, I wud so."

STEALING A BICYCLE.
A TANGLED WEB.

Mr. Leo d'Almada, Junior, left his bicycle in the front garden of his house and went inside for dinner. A Chinese saw the cycle and took it to the China Light and Power Company's offices. An Indian watchman, being suspicious, asked him to whom the cycle belonged. The man replied: "It is your manager's." At 5 p.m. the same afternoon another boy, a messenger in the works took the bicycle away. On the way he met Mr. Almada and a policeman searching for the cycle. The boy was questioned and he said a chair coolie asked him to take the cycle. The Police were up against a mystery, but this did not hamper their investigations. Oh, No, they arrested the boy, who pointed out another man. This man said that a fourth man told him to take the cycle and sell it and divide the proceeds. He pointed out the fourth man. The Police were flabbergasted and took the four before Mr. R. E. Lindsell. The messenger boy told his tale. He was acting under orders to take a dog to his manager's house and the cycle to the manager's chair-coolie's house. The man who originally took the cycle, blamed the man who invited him to take it. The man who invited him to take it blamed the coolie. Mr. Lindsell discharged the messenger boy. He was an innocent agent. After further consideration first defendant was given six weeks and the other two discharged.

ALLEGED MURDERERS ARRESTED.
ROW OVER A GATE.

Inspector Grant of the local Police arrested three men in Hollywood road last week who were wanted by the Canton authorities for committing a murder in Siu Ting Village, San Wui district, Canton. A row, it appears, arose between the villagers over the construction of a new gate and one man was killed.

The three men are at present in Victoria Jail awaiting instructions from the Canton Authorities.

WHOSE SINGLETS?
A man has been arrested by the Police for being in unlawful possession of eight dozen singlets. The Police are now waiting for the owner to claim them. The owner's name is Legion. We've all lost these garments, which are the one article of European costume most favoured by the gentle coolie.

THE DOLLAR.
With our dollar to-day worth four shillings and three sixteenths of a penny in London—a remarkable rise in the last few days—we find it worth only 84 cents in New York, instead of the 96 one would expect it to be. It is worth \$1.70 of Singapore money.

TYPHOON WARNING.
The telegram quoted below was received at the U. S. Consulate from the Manila Observatory at 1 p.m. August 28.

Typhoon in about 120° Long. E. and 10° Lat. N. moving W.N.W.

ALICE MEMORIAL AND AFFILIATED HOSPITALS.
The Honorary Treasurer begs to acknowledge, with thanks, the following donation to the funds of the Hospitals—

Kwok Siu Lau \$100

LOCAL AND GENERAL.
A Govt. Gazette Extra, proclaims Weihsaiwei as infected with cholera.

To-day's return of communicable disease shows one case of cholera, one of puerperal fever, and nine of gastric enteritis.

Treasure hunters at Tobermory who are searching for one of the galleons belonging to the Spanish armada, have reported that they have located part of a wrecked vessel, and brought up a small section of its deck and some copper plates.

The famous picture of Mrs. Siddons as "The Tragic Muse," by Reynolds, came up for sale at Christie's at the instance of the Duke of Westminster. For many years it has been at Grosvenor House, having been purchased in 1823 by Earl Grosvenor for £1,837, a sum which would now purchase very little in the art market. Bidding started at 5,000 guineas, and then went on by increasing thousands to 37,000 guineas. Then there was a momentary lull before further offers were made, and the bidding again proceeded by 1,000-guinea additions until 52,000 guineas was reached. At this figure the bidding ceased, the purchaser being Mr. Marshall.

AN IMPROVED STORY.
DEMANDING MONEY BY MENACES.

An interesting case was heard at the Magistracy, yesterday afternoon, when a district watchman, attached to the local Police Force was charged with feloniously sending or uttering, directly or indirectly, and knowing its contents, a letter on August 11 demanding of Woo Pun, with menaces and without reasonable cause, a sum of \$60.

Mr. Leo d'Almada prosecuted and Mr. M. K. Lo defended.

Another man, who was also implicated, was allowed out on bail of \$300 and has disappeared from the Colony. A warrant issued for his arrest cannot be executed.

Mr. d'Almada, opening the case, stated that defendant was charged under section 82 of the Larceny Ordinance and was liable to imprisonment for life. Complainant belonged to the Woo Clan, and defendant to the Li Clan. Some time ago there was a fight between the two clans, as a result of which the parties sought redress in Court, and the Chief Clerk of the Court directed one party to pay ten cents as compensation to the other party. Whether or no the chief clerk had authority to settle the matter he could not say. A few days' later complainant received the following letter:—

"From the members of the Long Life Society.

"On receipt of this letter please bring to us \$60. If you do not do so within three days there will certainly be something pleasant to show the pros and cons. Don't complain that I did not tell you beforehand. This money is merely compensation for the expenses incurred for medicine. It is not too great a demand on you. Our society certainly will be hostile to you. This is specially written for your information, so that you may make no mistake and then it will be all right. Our brethren are holding discussion secretly."

This letter, continued Mr. d'Almada, was the subject matter of the charge, and if the magistracy was satisfied that there was a threat without proper cause the defendant must be found guilty, subject to the fact that, directly or indirectly, he identified himself with the sending of the letter.

An interpreter attached to the Secretariat for Chinese Affairs stated that the books (produced) found in defendant's premises were unlike the usual money loan association books. The signature on the letter and the body of the letter looked as if they had been written by the same person.

Mr. Lo asked the interpreter to compare the writing on the letter with defendant's hand-writing and inform the Court whether it was the same.

The interpreter declined to do this and Mr. Lindsell promised to have a hand-writing expert present at the next hearing.

Inspector Watt said he visited the first floor of No. 18 Tai On Terrace and was handed a chop and two books by defendant's wife. He found other books in Lower Rutter Street. There was another cubicle on the same floor, adjacent to defendant's, in which strangers lived. It was possible for them to throw a chop over to the defendant's cubicle. The defendant came to the Police-station himself. There was a fight on August 9, a Chinese festival day, between the two clans. It originated over the picking up of some money between two boys. He did not believe any compensation had been paid.

The complainant stated he was the master of the Tsung Shing grocery shop at No. 1 Upper Rutter Street. He did not know that recently there was a fight between the two clans until he was informed. He had been on friendly terms with the Li Clan until after the fight. He received a letter, and being unable to read or write, a folk read it for him. He had no idea why he was ordered to give \$60 on demand. He knew defendant, but had never heard of the Society.

Mr. Lo said the defendant was away in Kowloon when the fight took place, and had no knowledge of the letter, which had a signature similar to his name.

Mr. Lindsell, at this juncture, pointed out that the chops on the letter and the one on the books were different from each other. He would discharge defendant on the ground that the chop found in his house was not the one used in the letter.

ADVISING A CHINESE.

First Chinese: He very good broker. Every day I go ask him what thing good. He talkes my I make money.

Second Chinese: What thing last time he talkes?

First Chinese: He talkes buy Thinganyas, Ltd.

Second Chinese: But they drop.

First Chinese: True. That's why I say he good friend, always win on his advice. I buy 50 Thinganyas, but I set 500.

A TYPHOON WORKER.

Here is a little story about the typhoon which owing to the modesty of the person concerned was successfully kept out of the papers. This story gains point when it is known that the hero of it could not swim. It appears that when the typhoon rose on Thursday night, the 21st inst., and junk and sampans were being dashed to pieces against the Hongkong-Canton Steamers' wharf, Mr. W. H. Edley, a wharfinger employed by the Hongkong, Canton and Macao Steamship Co., together with Detective Sergeants Fallon and Stimson, who were already mentioned in our typhoon reports, saved many lives by jumping from one waterlogged junk to another, passing life lines. The crews of those craft which were near the wharf were pecked up bodily and thrown on to the wharf and thus saved from drowning. These three men kept up their good work from 9.15 p.m. to about 10.15 when Sergeants Fallon and Stimson were called away to see to some urgent work in connection with the typhoon elsewhere. Mr. Edley carried on, and between 10.40 and midnight, he saved some 40 lives. Mr. Edley tied a rope round his waist, firing the rope and the wharf so that he could be dragged ashore in case of emergency. He was up to his shoulders in water during the best part of the time he worked. We hear that it has been decided to award Mr. Edley the British Life Saving Medal. Mr. Edley himself is inclined to protest against what he called "a bit of fuss about nothing." Interviewed by a China Mail reporter yesterday, Mr. Edley, when asked on the question of having to wear a top hat and go up to receive his medal, said rather impatiently: "I don't want a medal. Hang it all, what is the use of making such a fuss about nothing. What I did would have been done by any man under the circumstances."

Besides life saving, Mr. Edley was instrumental in the saving of Union Waterboat No. 4 from sinking after it had been deserted by the whole crew except the coxswain. Seeing the boat in difficulty, Mr. Edley jumped on board and tied a rope to the boat and thus enabled it to be dragged alongside the wharf by some coolies and saved. For this valuable service rendered by him, the Union Waterboat Co., presented Mr. Edley with a handsome cheque which he jokingly referred to as "a timely donation of rice money."

NOT WANTED SO SOON.

When three German stowaways, Franz Schaubert, Frederick Schell, and Alois Marquitt were produced before Mr. Monk, third magistrate, Singapore, on August 13, Mr. V. G. Savi, Director of Criminal Investigation, charged them under the Passenger Restriction Ordinance with landing in the Colony without producing a valid passport. Prosecutor went on to say that the men got off the M.M. steamer "Nema," which arrived at Singapore on July 30, but their names were not to be found on the list of passengers supplied to him by the Captain of the steamer when he boarded her for examining the passengers. The next day they went to the police to procure passports for Sumatra and from the account they gave of themselves, it appeared that they were captured by the Russians during the military operations of 1918, imprisoned in Omsk, recently released by the Bolsheviks, escaped to Shanghai whence they embarked on the "Nema."

The men pleaded guilty in German, with which language his Worship happened to be acquainted and conversed with them in their own tongue.

On the suggestion of Mr. Savi, his Worship thought the best plan to deal with them would be to make an order calling on the Messageries Maritimes to find accommodation on one of their steamers going to Europe and land them in their place of birth. Pending these arrangements to be made which will take some time, the accused were provisionally remanded for a week.

ACTRESS IN DIVORCE SUIT.

MAUDE FANE AS RESPONDENT.
A divorce case in which the parties are well-known theatrical people was mentioned before Mr. Justice Hood in the Practice Court, says the Melbourne Age of June 10. The petition in the case has been lodged by Edgar Warwick Goodchild, 55, theatrical manager, of The Waldorf, Fitzroy-street, St. Kilda, asking for divorce from Maude Fane, formerly of Spring-street, Melbourne, on the ground that she has been guilty of misconduct with Robert Peel of Sydney, who is joined as co-respondent. The papers were served upon the respondent in October last while she was in Melbourne and the co-respondent was the theatre for service at St. George Queensland, about 850 miles from Brisbane. The petitioner is known professionally as Edgar Warwick. Mr. H. L. Cohen, for petitioners, asked that the hearing of the suit which had been included in June list, should go over until July. The application was granted.

LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held in the Council Chamber at noon today.

Those were present:—
H.E. the Hon. Mr. CLAY SEVERN, C.M.G. (Officer Administering the Government).

H.E. Major-General F. VENTRIS, C.B. (General Officer Commanding the Troops).

The Hon. Mr. A. G. M. FLETCHER (Colonial Secretary).

The Hon. Mr. H. E. POLLOCK, K.C. (Attorney-General).

The Hon. Mr. C. M. MESSER, O.B.E. (Colonial Treasurer).

The Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

The Hon. Mr. R. R. HALLIDAY, O.B.E. (Secretary for Chinese Affairs).

The Hon. Mr. E. D. C. WOLFE (Captain Superintendent of Police).

The Hon. Mr. C. G. ALABASTER, O.B.E.

The Hon. Mr. E. V. D. PARR, O.B.E.

The Hon. Mr. S. H. DUNNELL, O.B.E.

The Hon. Mr. Ho Fook.

The Hon. Mr. LAU CHU-PAK.

After the minutes of the previous meeting had been confirmed and passed, the Report of the Secretary for Chinese Affairs for 1918; the Medical and Sanitary Reports for 1918; the Report on the G.P.O. for 1918 and the Report of the Proceedings of the Finance Committee on July 17 were laid on the table.

His Excellency said: "I will be remembered that when this Colony received news that H.E. Sir Reginald Stubbs was made a Knight Companion of the Most Distinguished Order of St. Michael and St. George, this Council sent His Excellency a telegram congratulating him and also Lady Stubbs who was made a Companion of the Order of the British Empire. I have since received the following letter from Sir Reginald:—

"I am very pleased to receive your message of congratulation from the Hongkong Legislative Council. My wife and I beg to thank the Council for the message and to say how much we appreciate the spirit which prompted the message."

The Hon. the Colonial Secretary moved the following resolution under section 170 of the Public Health and Buildings Ordinance, 1908:—

Whereas application has been duly made by the Sanitary Board to the Governor under section 167 of the Public Health and Buildings Ordinance, 1908, for the erection of a Public Latrine and Urinals under the steps in Duddell Street;

And whereas such application having been duly approved by the Governor and notification of the intention to erect a Public Latrine and Urinals at such site having been duly published in three successive numbers of the Gazette, certain owners and occupiers of property in the vicinity have objected to such erection;

And whereas such objections have been duly considered;

It is hereby resolved by this Council that the above mentioned site and the erection thereof of a Public Latrine and Urinals be and the same are hereby approved.

He said that as the Hon. members will note, the resolution was duly proposed and had been three times published in the Gazette. Objections have been made by certain owners and occupiers in the vicinity to the scheme. Principal amongst these objections were those from the Canton Hotel and Messrs. W. G. Humphreys & Co. With regard to these objections, the main reason given was that a public latrine already exists in the open line at the back of the Canton Hotel for the use of coolies working in the vicinity. These objections were referred back to the Sanitary Board who originally proposed the scheme and the Board replied that the latrine now in existence was primitive in construction and very offensive and unhealthy. The necessity to do away with the present latrine, in the interest of Public Health, is great as pointed out by the Sanitary Board and he had much pleasure in proposing the adoption of the resolution.

The Attorney-General seconded and the motion was carried unanimously.

The Hon. Mr. C. G. Alabaster, O.B.E., then asked the following questions of which notice had been given:—

QUESTIONS.

1. In order to lessen the loss of life in typhoons and to obviate as far as possible the exploitation of poor seamen people by the excessive launch towage charges, will the Government arrange with the owners of powerful tugs and launches to render gratuitous towage service to sampans and other craft in difficulties whenever the black signals are hoisted during a flood tide?

2. Does the Observatory take into consideration the state of the tide in calculating the period of warning they give in the case of approaching typhoons? If not will they give longer warning on a flood tide than on an ebb tide?

3. When will telephonic communication with Cheung Chau be restored?

4. Can the Government give any information with reference to the suggested establishment of a Chinese Government aerodrome in Hongkong mentioned in the North China Daily News of the 10th August and the Hongkong Daily Press of the 25th August?

The Colonial Secretary replied as follows:—

ANSWERS.

1. The question will be referred to the Chamber of Commerce. It has been considered on former occasions in connection with the loss of life in typhoons. Launch owners will not as a rule risk their vessels at sea in typhoon weather unless with the prospect of substantial remuneration; and it is hardly practicable to resort to any form of compulsion as the danger to launch is out of shelter, the greater the risk to itself, and the more difficult it finds it eventually to enter the typhoon shelter which lies in the meantime been rapidly filling up. The powerful tugs are owned by concerns having under their charge valuable property for the protection of which the tugs are necessary in typhoon weather.

2. The Observatory does not take into account the state of the tide in deciding when to hoist storm signals. As explained in the Local Storm Signal Code the Observatory endeavours to give 24 hours (or two tides) notice of a possible gale. As soon as it becomes tolerably certain that a gale will occur a black signal (or its equivalent signal at night) is hoisted.

3. It is hoped to restore telephonic communication with Cheung Chau before the end of this week, provided that the weather conditions will permit. The fault has been located and is in the cable laid by the Military Authorities, about 700 yards from the shore of the mainland side of the crossing to Lantau. This cable is an old one. The permanent cable which is on order has not yet been delivered. Until this new cable is laid telephonic communication will be liable to interruption.

4. The Government has no information regarding this. Any Aerodrome which may be established in Hongkong will presumably be controlled either by His Majesty's Government or by the Government of the Colony.

The Hon. Mr. Pollock then proposed the first reading of a Bill intituled an Ordinance to amend the Law relating to Indictments in Criminal Cases, and matters incidental or similar thereto.

The Colonial Secretary seconded and the Bill was read a first time.

The Hon. Mr. Fletcher proposed the first reading of a Bill intituled an Ordinance for the acquisition and disposal of Rice by the Hongkong Government, and for validating acts previously done.

In proposing the Bill he said that it is proposed to make provisions for the efficient working of a Government scheme in rice sales. The ordinance is to give specific authority to the Government to use certain power whether in peace or war to requisition rice. The Government at present has no power of control of export of rice except in the New Territories where export is not permitted unless a licence is obtained. It is not proposed to legislate the small islands in the vicinity as the crop they grow is insufficient for their own consumption. It is the intention of the Government that the New Territories should be self-supporting and it is therefore proposed to purchase whatever surplus they may have and use for sales in Hongkong. The Government has already bought some 7,500 piculs of rice. There is, said Mr. Fletcher, a tendency to blame the Government for the recent scarcity but it must be borne in mind that export of rice is necessary considering the number of ships coming and leaving daily. They all require provisions for their crews. If export is prohibited, the ships will keep away and imports will cease. The situation is improving generally and we are now in communication with all the producing centres. The Government now holds a stock purchased partly from Saigon, partly locally and partly requisition. The Government wishes to take this opportunity to express its gratitude to the Kwongtung Relief Association and the Military Government for allowing supplies to come from Canton. More shipments are expected daily and the Government hopes soon to be able to place on the market a certain grade of rice at \$11.11 per picul at to-day's rate of exchange. Prices may continue to rise of course and in that case the Government will either have to raise its own price or sell at a loss and raise taxation. The Government is also grateful to the employers for the assistance they have rendered towards the high cost of rice; the Relief Committee for organising the congee stalls which are successfully catering for the poorer classes and to the Hongkong and Shanghai Bank for financing the Government purchases.

Hon. Mr. Pollock seconded and the Bill was read a first time.

The Attorney-General then proposed the first reading of a Bill intituled an Ordinance to prohibit former Enemy Aliens from being within the Colony without a permit.

He said that the Bill was prepared at short notice and he would propose that it be passed through all its readings as it was urgent. He was grateful to the Hon. member representing the Justices for the assistance rendered by him in the formation of the Bill. This Bill which forms part of H.M.'s Government's plans at Home, will be felt sure to be accepted here. Clause 3 of the Bill enacts

that a former Alien enemy subject shall not come to, or live in Hongkong for however short a period without a permit from the Colonial Secretary. Clause 4 provides for penalty and persons committing a breach of Clause 3 of the Bill is liable to a fine not exceeding \$500 or to a term of imprisonment not exceeding one year.

The Colonial Secretary seconded and the Bill was read a first time.

His Excellency said that the matter was one of great urgency, he was convinced that such urgency does exist and he therefore had no objection to the Bill being put through all its stages.

Mr. Pollock then asked that the standing rules be suspended to enable the Bill to be read a second time.

The Hon. members having no objection, the Bill was read a second time.

Mr. Pollock then moved that the Bill be taken into committee and considered clause by clause.

The Colonial Secretary seconded.

Mr. Lau asked in connection with Clause 3 if the matter will come up for discussion again after three years.

His Excellency replied that he would not say what would be the policy of the Government after that period.

Coming out of committee the Bill was read a third time and passed.

In proposing the second reading of a Bill intituled an Ordinance to authorize the Appropriation of a Supplementary Sum of Five million four hundred and sixty-six thousand three hundred and twenty-seven dollars and sixty-three cents to defray the Charges of the year 1918, the Colonial Secretary said that in accordance to usual custom he would propose that the Bill be referred to the Finance Committee and would make no remarks.

The Colonial Treasurer seconded the motion which was carried unanimously.

The Attorney-General proposed the second reading of a Bill intituled an Ordinance to provide that no person shall reside within the southern portion of the Island of Cheung Chau otherwise known as Dumb-bell Island without the consent of the Governor in Council, which consent would include the family and employees and guests of the applicant for permission to reside.

As Hon. members probably know, for a considerable number of years past, a part of the Island of Cheung Chau or Dumb-bell Island was developed and used as a place of residence by British and American Missionaries. This Bill is to enact that no one shall reside on the southern part of the Island without a Government permit. He regretted to say that there will be some opponents of the Bill but he would point out that the Government scheme brings under the Ordinance only one third of the Island. There is no question in the Bill of the restriction on the whole island of Cheung Chau, less than one third left of it only is brought within the scope of the Bill. This Bill is modelled roughly on the Peak Ordinance passed last year without any objection.

Mr. Lau Chu-pak said he would not go into the history of the Peak Ordinance. He would confine his remarks to the present Bill. The locality of the Island is far away from business or residential quarters. The chances of overrunning the place, if such exist at all, are few, and he does not see the necessity for the Bill which he thought should be withdrawn.

The Missionaries can be told that if they liked, they could buy the place and make it impossible for those outside their community from buying their portion of the island. He was surprised that people of their class who preached the doctrine of Christianity should make such an application to the Government.

Mr. Ho Fook said that in view of the fact that the war was won by all races, he could not be a party to the passing of the Bill which he thought was only a racial prejudice. He would ask that the Bill be withdrawn or held over until the arrival of the new Governor.

H.E. said he was surprised at the attitude taken by the Chinese members, as far as he could see there was no question whatever of racial prejudice. However, he had no objection to the Bill being held over until the new Governor arrived.

M. Alabaster said that the Island of Cheung Chau was developed solely by the races represented by the missionaries who find that they must have a health resort where they could keep their children as much as possible with them until they were old enough to go to school. There are 11 beaches on the island and only 6 of these would come under the Ordinance. The missionaries who used to spend the summer months on the Peak found that they must have a seaside resort in South China.

They had several places to choose from and their choice fell on Cheung Chau because they wished to be under British protection. It would not be fair now that they have developed the place, that others should come and buy it up and drive them out of their settlement. This

Bill is to prevent such a state of affairs. There is no objection to people settling in other parts of the island. He must oppose the proposed amendment. He submits as a reason why the Bill should not be held over, the fact that it had been held over one year already and if again held over, it would be at least another 6 months before the little community could be assured that they would be left undisturbed.

Mr. Lau Chu-pak's amendment was put to the meeting and lost by 10 to 2.

The Bill was then taken into committee and considered clause by clause. After coming out of committee it was read a third time and passed.

Dealing with a Bill intituled an Ordinance to consolidate and amend the law relating to Places of Public Entertainment, Mr. Pollock said he did not propose to proceed with the second reading of the Bill as some of the clauses are not ready yet. He moved that it be held over until the next meeting. The Colonial Secretary seconded and the motion was carried.

In proposing the second reading of a Bill intituled an Ordinance to amend the Rating (Special War Rate) Ordinance, 1917, Mr. Pollock said the objects and reasons of the Bill is clearly laid down before the Hon. members and he had nothing to add.

The Bill was read a second time, taken into the committee stage and then read a third time and passed.

The Council is adjourned until Thursday next.

SUPPLIED BY ALL CHEMISTS.

PHYSICIANS prescribe Chamberlain's Colic and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale by All Chemists and Storekeepers.

KEEP IT HANDY.

IMMEDIATE relief is necessary in all cases of diarrhoea. Chamberlain's Colic and Diarrhoea Remedy should always be on hand. For sale by all Chemists and Storekeepers.

At a gathering of members of the shipping community yesterday afternoon, Capt. A. A. H. Milroy, who is retiring from the Colony, was presented with a number of valuable presents, these including a gold wristlet watch, a silver salver, a silver tobacco box and a case of pipes. The presentations were made by Captain Innes, who spoke of Captain Milroy's honorable and successful connection with the Sullow's Home. Capt. Milroy made a suitable reply. Capt. and Mrs. Milroy leave by the s.s. "Teiyon" to-morrow.

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DANGEROUS GASES IN SHIPS' HOLD.

A WARNING TO SHIPMASTERS.

The following notices to ship-owners and shipmasters in regard to the question of the danger to crews through gases used in fumigating ships' holds has just been issued by the Marine Department of the Board of Trade.

The attention of the Board of Trade has been called to several cases which have recently occurred in which members of the crews of vessels have lost their lives through inhaling the fumes of poisonous gases used in fumigating the holds of ships.

The Board understand that in United States ports the gas most frequently used for this purpose is hydrocyanic acid gas. It is the practice of the United States authorities to take special precautions to avert the holds of vessels by means of ventilating fans in order to prevent accidents, and they have also issued a booklet, issued under the Public Health Officer on duty must himself inspect the holds before any of the crew are allowed to enter them.

Masters and owners of ships are warned of the serious danger to life which may arise through allowing persons to enter holds or other places in which this or any other poisonous gas may have been used for fumigation, before the fumes have been completely dispersed. In United States ports they should see that the rules mentioned above are complied with before any of the crew are allowed to enter the holds. As an additional precaution it should be the practice to keep the hatches off, and to let down wind sails for some time in order to circulate the air and thoroughly disperse the gases.

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OVERSEAS SETTLEMENT.

FREE PASSAGES TO DOMINIONS.

It is officially announced that as

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.MARSEILLES & LONDON.
Via STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"MAJOYA"	10th September	15th October	24th October
"KHIVA"	23rd October	28th November	4th December

ROMBAI VIA STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Rombai about
"DUNERA"	7th September	25th September

CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"ARRATON APCAR"	2nd Sept.	25th Sept.

SHANGHAI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Shanghai about
"ARRATON APCAR"	2nd Sept.	25th Sept.

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, &c. apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
21, Des Voeux Road Central, HONGKONG.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR NEW YORK.

"WEST WIND" via SUEZ ... on or about 17th Sept.
"LOWTHER CASTLE" via PANAMA ... on or about 22nd Oct.
For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES
Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Surabaya.

FOR JAVA PORTS.

FOR JAPAN PORTS.
BORNEO MARU ... on 28th Aug.
HOKUTO MARU ... on 9th Sept.
For Freight or Passage apply to DODWELL & CO., LTD., Agents.O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP ... Mostly direct service via Singapore and Port Said.
ALTAI MARU ... Monday, 1st September.
ALASKA MARU ... Saturday, 20th September.

SINGAPORE & BOMBAY ... Monthly service, taking cargo on through Bills of Lading with transshipment at Singapore.

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SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	SHANGHAI & TSINGTAO	TO	DATE
SHANGHAI & TSINGTAO	Aug. 29, Daylight		
CHEFOO & NEWCHANG	Aug. 29, at Noon		
SHANGHAI	Aug. 29, at 3 p.m.		
HOIHOW, PAKHOI & HAIPHONG	Sept. 1, Daylight		
SWATOW & BANGKOK	Sept. 1, at 10 a.m.		
SHANGHAI & TSINGTAO	Sept. 2, at 11 a.m.		
SHANGHAI & TSINGTAO	Sept. 3, Daylight		

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation, amplitudes, Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	SHANGHAI	TO	DATE
SHANGHAI & CALCUTTA	FRIDAY, Aug. 29, at 3 p.m.		
MANILA	YUESHANG, FRIDAY, Aug. 29, at 3 p.m.		
SHANGHAI	YUESHANG, SATURDAY, Aug. 30, Daylight		
SHANGHAI VIA SWATOW	CHONGHANG, SUNDAY, Aug. 31, Daylight		
SHANGHAI	YUESHANG, TUESDAY, Sept. 2, Daylight		
SHANGHAI & CALCUTTA	HUMSHANG, TUESDAY, Sept. 2, at 3 p.m.		
MANILA	LOONGHANG, FRIDAY, Sept. 5, at 1 p.m.		
TIENSIN	CHONGHANG, SATURDAY, Sept. 6, Daylight		

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta
via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Lights
and Fans and carry a fully qualified Surgeon.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
occasionally calling at Swatow.
Steamers of this line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Southern Ports via Shanghai. Through Sailings are
made to all Northern and Southern Ports.MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation, sailing from both ports every Friday.
HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Hoihow when convenient.BANGKOK LINE—One sailing per week between Hongkong and Bangkok by a steamer having
special accommodation for passengers.
Cargo taken on through Bills of Lading for Kuala Lumpur, Ipoh, Malacca, Teluk Anson and
Singapore.TIENTSIN LINE—A regular service is run from March to October between Hongkong and
Tientsin, calling at Weihaiwei and Chongchuan.
Under special arrangement, passengers and cargo are carried to Tientsin by a steamer having
special accommodation for passengers. All European passengers, leaving the Colony
for Tientsin, are required to produce on arrival at destination passports with their
Photographs and descriptions and Chinese visas.
For Freight or Passage, apply to—
Tel. No. 215.THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.,THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"EDMORE" ... About September 2.

"WESTERN KNIGHT" ... About September 4.

"CITY OF SPOKANE" ... About September 22.

"SEATTLE SPIRIT" ... About October 24.

FOR PORTLAND direct.

"COAXER" ... About October 5.

"WABAN" ... About October 11.

"WEST MUNHAM" ... About November 18.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE,
Telephones 2477 & 2478. Fifth Floor, Hotel Manakoa.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

*FERIA MARU ... 9,000 ... 28th August, at 10.30 a.m.

*KORRA MARU ... 20,000 ... 10th September.

*KIPPO MARU ... 11,000 ... 25th September.

*TEIKO MARU ... 22,000 ... 2nd October.

*SIBERIA MARU ... 20,000 ... 28th October.

*SHINYO MARU ... 22,000 ... 28th October.

*Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,

CALLAO, ARIKA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong:

*ANTO MARU ... 18,500 ... Sept. 10th.

*SHITO MARU ... 14,000 ... Nov. 4th.

*MIYO MARU ... 17,000 ...

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER.

Telephone Nos. 2274 and 2275. KING'S BUILDING.

Koninklijke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on the 31st August at 10 a.m. to—

SINGAPORE, PENANG AND BELAWAN DELI.

This vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574. Agents.

SHIPPING

C. P. & O.
CANADIAN PACIFIC OCEAN SERVICESSAILINGS
HONGKONG to VANCOUVER
(via Shanghai, Nagasaki ("Mol") Kobe & Yokohama)

STEAMERS	FROM HONGKONG	TO VANCOUVER
Empress of Russia	Sept. 4	Sept. 22
Empress of Asia	Oct. 9	Oct. 20
Empress of Japan	Oct. 15	Nov. 5
Monteagle	Oct. 23	Nov. 17
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 23

Passage Fares Hongkong to United Kingdom.

EMPEROR OF RUSSIA	EMPEROR OF JAPAN	GOLD
16,800 Tons Reg.	16,800 Tons Reg.	16,800 Tons Reg.
1,500 Tons Reg.	1,500 Tons Reg.	1,500 Tons Reg.
1,500 Tons Reg.	1,500 Tons Reg.	1,500 Tons Reg.

Registrations for Passage for Season 1920 now being made.

For particulars regarding passage, rates, and through bills of lading, apply to—

J. H. WALLACE, General Agent.

HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in State-rooms
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW.

(Occupying 9 to 10 Days)

HAIPHONG ... [Capt. A. B. Stewart] ... SUNDAY, 31st August at 12 Noon.

HAIPHONG ... [Capt. J. W. Evans] ... FRIDAY, 6th September at 1 p.m.

SWATOW & AMOY.

QUINNEBAUG [Capt. Modine] ... THURSDAY, 28th August at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFAIR & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,500 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" ... November 1st, 1919.

"NILE" ... October 1st, 1919.

"CHINA" ... September 11th, 1919.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

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SANTA CRUZ ISLAND.

The very mention of an island of the Pacific and you have a mine to compare with.

It may be the halo that has surrounded Robinson Crusoe since your childhood days, but whatever the reason there is something mysterious, romantic about islands.

Hence, when suit was started in the Superior Court of Santa Barbara, Calif., recently by one of the seven holders of title to Santa Cruz Island for the partition of that little sun-kissed empire of 80,000 acres among the independent owners, imagination was at once kindled anew.

The irresistible purpose of the partition is to give the federal government an opportunity to acquire such reservations as may be required for the defensive fortification of the channel and mainland against the invasion of the United States via California by enemy troops.

The general plan is to mount long range guns captured from Germany and thus be in position to sweep the paths of the Pacific for miles.

PIRATES OF OLD.

Buried treasure! That, declare the students of island lore, is the great desideratum, for he is known in the years of long ago when the British pirates, headed by Sir Francis Drake, ploughed the main they despoiled the Spanish galleons of many million dollars worth of gold and silver coin and plate, gems of rare price, ballistics and doubloons. Only a small fraction of Drake's ill-gotten gains was ever recovered, as having reached England, and it is known that upon at least one occasion, when the buccanier was hard pressed by the Spanish armada, after he had despoiled a treasure squadron on its way from Manila and the Spice Islands, he sought refuge in a secluded harbour of Santa Cruz. Tons of his loot were lighted ashore and buried on the island so the story runs. Having eluded his pursuers, a storm coming up from the west, Drake was compelled to set sail without having recovered his hidden treasure.

The voyage to England was made in safety but there is no evidence that either Drake or his successors or agents returned to Santa Cruz. The navy of Spain afforded protection to her island commerce to such an extent that piracy became taboo. The present owners of the island—one faction of the holders—are said to have made a discovery bearing upon the location of the pirate's cache; but the owners are involved in quarrels, and no exploration under present conditions is either possible or permitted. Those who think they know where the wealth is hidden are unwilling that the other faction of the syndicate shall profit by the knowledge, and apply upon partition by the court to award them the coveted holdings.

Santa Cruz and the other islands lying just off the California coast were not always the barren, deserted and desolate wastes the fishermen sees today. Juan Rodriguez Cabrillo, the daring Portuguese navigator—the first white man to view California—discovered them when passing up the coast in 1542. He found them densely peopled by tribes of industrious Indians. Next came Sebastian Vizcaino in 1602, and he tells the same story of Indians and activity. Sixty years later Protola found them the same. But during the next century when Father Junipero Serra and the padres arrived they discovered that the islands were all but deserted. The heavy timber spoken of by those who had preceded them had dwindled to mere shrubs, while at least one of the islands—San Nicolas—had been converted into a river of sand drifting into the sea.

WHERE THE INDIANS WENT.

Great mounds of Indian poles tell where the Indians went; but there is nothing to indicate whether they were overpowered by a superior race or wiped from the face of the earth by the Russians descending upon them from Alaska. That they were transported to the mainland by boats is not probable, as the only boats they possessed were such as they could manufacture with primitive tools. They had no ed, d tools except of flint, and the only method they had of holding the planks together was by boring holes through the boards and securing them by means of withide.

With the division of the islands into individual holdings it is believed extensive explorations will be undertaken, when it is expected the Indian mounds will be excavated in the hope of reading the story of the lost tribe. But the exploration that holds the greater interest is that which has for its object the uncovering of the Spanish treasure buried secretly by Sir Francis Drake and believed to be still reposing in its hiding place.

Of deeper interest to scientists, however, than the search for buried treasure are the possibilities that the exploration of the islands may open to archeologists and paleontologists. In the past the surface of the possessions has received only a superficial scratching. However, that scratching has yielded one of the most interesting pieces of an earlier civilization.

IRELAND AND DOMINION HOME RULE.

THE PLUNKETT SCHEME.
SINN FEIN OPPOSITION.

It is still too early to write with authority of Ireland's reception of Sir Horace Plunkett's proposal for Dominion Home Rule. It has been a subject of lively correspondence in the Dublin papers since its publication, but most of the correspondence seems to belong to that unfortunate class who, once a wide range of subjects, habitually try to communicate their views to the editor and his public, and cannot say that the true mood of Ireland has yet revealed itself.

If it had, there would be room for despair. Most of these correspondents, with the bias of their creed, advance heavily against an act of construction, and Sir Horace Plunkett is torn limb from limb. On the other hand, the Irish Dominion League is apparently satisfied with its rate of progress. It has received many assurances of support during the week, including a few from Ulster Unionists of substance. But the fact that on examination all these few would be found to be men who have long been suspected of Liberal sympathies, who therefore have long ceased to represent the normal type of Ulster Unionist.

It is the same, just now with the general run of the Southern Unionists. One cannot yet record a word of the few examples of genuine conservatism. Captain Stephen Gwynne, so far as he and his executive co-speech, have brought in the Centre Party as a welcome but not very powerful reinforcement, and the Centre Party includes General Gwynne, once the hero of the Carson army, and still a misunderstood figure in the Gwynne incident. It seems to mean the Union of the Centre Party with the Dominion League, but, as I have said, the Centre Party is not a very considerable accession.

The Irish Convention has not great authority in Ireland as it is today, but the paucity of its signatures to the Plunkett manifesto is noticeable. So far the only members of the Convention who have given their names are the chairman himself and Captain Gwynne. But this should seem to be correct. Plunkett's policy, which expects heavy armaments in Ireland, may possibly have moved another stage forward a few of the twenty Nationalists, then described as extreme, who signed the minority report of the Convention. The minority insisted on full fiscal autonomy, which is still the characteristic mark of Dominion Home Rule, and I believe that most of them will give a ready adherence to what is in fact their own scheme.

The general body of the 28 members of the Nationalist majority who yielded the control of the Convention only for the sake of concluding the Southern Unionists may be expected to do the same, and in the course of a few days Sir Horace Plunkett should be able to record something approaching unanimity among the Nationalist members of the old Convention. But the obstacles in his path will be still nearly as formidable.

Sinn Fein, which boycotted the Convention, is making a dead-end campaign against the Dominion idea. Mr. De Valera, in language which perhaps does not quite best fit his assumed position as the head of a sovereign State, has telegraphed to Mr. Arthur Griffiths, "I am sure that there is no danger that the Irish people will start in a trot after the new Plunkettism. This cannot, I believe, be a surprise to the American people, but it will be explained." And in the same strain Mr. Griffiths, Sinn Fein's vice-president, has telegraphed to President De Valera at the Waldorf Astoria, "Plunkett's latest attempt to sidetrack Irish nationalism, demand is dead in its cradle."

All the artillery of Sinn Fein is playing on this idea, and one supposes it is recording some direct hits. Sinn Fein is an inchoate force. It embraces very wild men and very mild men, and nobody in Ireland has yet sized up to his own or anybody else's satisfaction, its average of sincerity.

IRISH ASPIRATIONS.
The new wine of nationality has undoubtedly strengthened Irish aspirations. There are many who do not see why Ireland should not have its flag as proudly as Poland or Czechoslovakia. Most of these are helped by a lifelong hatred of England, but a few have more benevolent motives. I met one of the minority, a substantial Dublin merchant, with many profitable commercial relations with the other side, who admitted a genuine liking for the English people, and who argued for an Irish independent republic on the ground that it would really establish unity between the two peoples. But these, whether animated by hatred or love, are believed to be in a minority among Sinn Fein.

There is a much larger class who, with the instinct of the bargainer, drive an instinct inherent in the Irish nature, subscribe to the maximum demand with a full mind to a maximum discount. One genuinely believes that there are others who even dread the idea of a republic, with Ireland's isolation as a still-rate factor in family with a neighbour.

BELFAST SHIPYARDS' OUTPUT.

SIX MONTHS' RECORD.
STANDARD SHIPS
PREDOMINATE.

A very substantial amount of tonnage was turned out during the past six months from the Belfast yards, which are still mainly engaged in the production of vessels originally ordered by the Shipping Controller, and purchased subsequently to the armistice by private firms.

During the half-year thirteen ships, with an aggregate tonnage of 88,000 tons, were launched in the Lagan, Harland and Wolff being responsible for seven of the vessels and Messrs. Workman, Clark and Co. for six. With the exception of the *Bobby* line "Yorkshire" and the *Commanwealth* and *Dominion* line "Cedric," all the ships were standard vessels of the "B," "G," and "X" types, of which a considerable number are still on the stocks. This fact accounts for the comparatively small size of the vessels, only one of which exceeds 10,000 tons, whereas in previous times the average of the Queen's Island-built vessels was 15,000 tons.

When the demand for handy cargo boats to meet the present conditions could both local firms will revert to the class of tonnage in which they specialised before the war. The number of orders on the books is very considerable, and now that Harland and Wolff's East Yard is partially under repair, two vessels being ready under construction there, the output for the port in the next few years should be very large. During the past few months a large amount of labour, which otherwise would have been devoted to new construction work, has been employed on reconstruction work, of which there are nearly 120,000 tons in the port, all of which was originally built in Belfast either at the Queen's Island or Messrs. Workman, Clark. This work consists in the restoration of merchant ships which were employed during the war as auxiliary cruisers, hospital ships, etc., to their original condition, and the vessels in hand for this purpose include the *Royal Mail* "Annie," "Assurance," "Munitions," and "Ebro," the *Pacific Steam Navigation Co.'s* "Orbita," the *Union-Castle Line's* "Edinburgh Castle," the *Orient Line's* "Orion," the *Ellerman Line's* "City of London," and the *Belfast Steamship Co.'s* "Magic."

DOCKYARD WAGES.

DEMAND FOR RATES PAID BY
PRIVATE FIRMS.

The various trades unions of workers in the Royal Dockyards are combining in a demand that they shall receive the same rate for the same class of work as the Admiralty base rate. The Admiralty base rate, writes the Secretary of the Chatham District Committee of the Amalgamated Society of Engineers, is 38s. per week, whereas private firms pay time rates ranging from 48s. 10d. to 48s., according to district.

The whole of the trade unions of the various Dockyard districts have asked their respective executives for permission to take a ballot vote for or against a strike should the Government's offer be unsatisfactory. A mutual ballot-paper has been agreed to, and the results of all districts and all unions will be pooled.

PENSIONS INCREASED.
As a result of the efforts that have been made by the retired establishment men from the Royal Dockyards for an increase in their superannuation allowance owing to the heavier cost of living, a letter has been received from Mr. Macnamara, Parliamentary and Financial Secretary to the Admiralty.

Dr. Macnamara states that "an arrangement has been made under which the emoluments on which the pensions are made are increased, in the case of employees who are in receipt of war increases at the time of their retirement by 25 per cent. in the case of those whose pensionable emoluments do not exceed £200 per annum, and by 20 per cent. in other cases, provided that the amount of augmentation does not exceed the amount of the war increases, and with a minimum addition to the emoluments of £25 per annum. Under this arrangement some increase in the pensions of employees retired after March 1, 1915, will be effected."

Insufficiently strong to strangle her at any hour. These latter clauses have not spoken yet. If and when Sir Horace Plunkett's proposal receives the authority of the British Prime Minister they will become articulate. They will aid it. The same authority will probably bring in many of the Southern Unionists, who have a genuine love for their own country, and who in the present turmoil recognise peace as the only alternative to exile.

Under still remains, but with a sufficient degree of earnestness on the part of the Government, one does not despair even of Ulster.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

LORD INCHCAPE ON FIGHTING FOREIGN COMPETITION.

Lord Inchcape, G.C.M.G., K.C.S.I., K.C.I.F., (chairman), presided on July 3, over an extraordinary general meeting of the above-named company for the purpose of passing and confirming special resolutions for the alteration of the regulations of the company by inserting in them a new regulation designed to enable the company to capitalise all or any part of its undivided profits by issuing to the shareholders entitled thereto against the amount so capitalised fully paid stock of the company at present unissued and also to enable the company to pay dividends in specie by distributing stock or other specific assets in satisfaction of the amount desired to be distributed.

Lord Inchcape said:—The resolutions which have been drawn up by our legal advisers, and copies of which are in your hands, may appear somewhat verbose and complicated to the lay mind, but we are advised that the wording is necessary for compliance with the law. Briefly they mean that we shall be enabled to issue to our deferred stockholders stock instead of cash by way of dividend or bonus, thereby allowing us to retain our cash resources for building ships and developing our business and further that we may distribute some of the securities which we hold, instead of paying our dividend and bonus in cash. The resolution, if adopted, will give the company the powers held by most companies, and it is desirable that we should be freed from the disability under which we now stand in the terms of our regulations. The directors naturally have not decided whether to suggest to the stockholders to avail of the proposed powers, or on the method by which they may recommend the company to exercise them, should they decide to ask the stockholders to avail of them. It would not be wise to count our chickens before they are hatched. In any recommendation, however, which the board may make, the interests of the company will be the first consideration. After this meeting it will be necessary to get the separate consent of the preferred stockholders to our proposal, and when the meeting is over, if the resolution is adopted by the company as a whole, a meeting will be immediately held, at which the resolution, if adopted now, will be submitted to them for their acceptance. After that meeting, if the resolution is passed, a meeting of the deferred stockholders will be held at which the resolution will be adopted. If the resolution is carried, a confirmatory meeting of the company as a whole will be held on the 18th of this month, as required by the regulations, and a notice has already been circulated. It is a mistake as a rule to meet difficulties halfway, or to anticipate them. I am satisfied no difficulties will be raised in the way of our proposals, but it may be convenient, and at the same time courteous to the preferred stockholders if I make a reference to their position in connection with the proposals we are submitting for their adoption. One or two preferred stockholders have asked how they are to benefit by agreeing to the resolution. They say, where do we come in? My reply is that they will benefit by their security ranking as it does for a cumulative 5 per cent. dividend before the deferred stock gets anything, if the latter stock is increased in amount, giving a greater earning power on which they have the first call, and this of course is self-evident. If the preferred stockholders were to throw out the resolution it would fall to the ground, and we should be where we are now, but I feel perfectly confident that they will not do so, and that they will not do so at an attitude which would be detrimental not only to themselves but to the company as a whole. It is of the utmost importance to our great undertaking that we should be free to build up our cash resources so as to make ourselves strong in view of the future that is before us. We are face to face with foreign competitors who have made enormous profits during the war, their ships having been free while ours have been under requisition, at practically pre-war rates. These foreign companies have enormous accumulations which they will be able to invest in new and up-to-date ships, even at today's extravagant prices, and if we are to hold our own it may be necessary to ask the deferred stockholders to allow us to retain some of their dividend or bonus and to take deferred stock instead. We are not without reserves. The P. & O. Company has been financed on a conservative basis, and it may be that the time will come when it will be fair to the deferred stockholders to capitalise some of our reserves by giving them stock. This would be more in the company's interests than distributing funds, and so long as the stockholders have confidence in the board, no doubt the issue of stock on favourable terms would be acceptable. I merely, however, mention what is in our minds without in any way committing ourselves.

A stockholder asked what were the rights of the preferred stockholders referred to under the charter. The chairman replied that the charter provided that if any fresh

ALLAN LINER COLLIDES WITH ICEBERG.

CAPTAIN'S ACTION PREVENTS DISASTER.

The Allan liner "Gramplan," Montreal for Liverpool, collided with an iceberg off Cape Race July 19 and returned to St. John's for repairs. Two persons were killed and two injured on board.

The liner, which had her bows stove in by the collision, was carrying 750 passengers and a crew of 350. The killed and injured member of the crew of the "Gramplan" were asleep in the bow of the ship when she was struck. Practically all the passengers, among whom were 500 women and children, were awake at the time of the collision. There was no panic.

It is believed that the quick decision of the captain to change his course caused the vessel to hit the iceberg head on instead of receiving a glancing blow, and thus saved the "Gramplan" from the fate of the "Titanic."

The iceberg was encountered six miles north-east of Cape Race, early in the evening.

A MISGUIDED GAME.

Sir Douglas Haig has been reported as having discovered a tendency to belittle the Great Britain's effort in the war. We are not sure where he has found the malady, for there are few signs of it in this country. For our own part we should have thought that the one point upon which all Englishmen were agreed was that the British Empire had certainly pulled its weight during the struggle—if anything, had done rather more than that, having regard to our pre-war commitments. But it will be a very disastrous thing for the future amity of the nations if it becomes fashionable to embellish our belief by denying that our allies took their fair share of the burden. For that reason it seems a profound pity that one who commands as much attention as Sir Douglas Haig should have gone out of his way, as apparently he did at Newcastle to suggest that Italy had not done "a very great deal" during the war. It would not be very difficult to produce facts that would moderate this opinion wherever it may be held. Deaths amounting to 467,934 do not constitute a policy of "ca' canny" as applied to warfare, nor do the figures of the Italian captures in guns and prisoners on the eve of the Armistice. There is another line of thought that might profitably be taken both by those who relieve themselves by criticising our allies and those who resent our allies criticising us. Do we realise sufficiently clearly that, as far as post-war conditions go, this England is in infinitely better case than any of the other belligerents, with the exception of the United States? Depend upon it, the continent of Europe realises that fact. The Englishman in Italy or France, mixing, not with politicians and journalists, but with simple people who have lived and suffered through the war, will still find the old, almost touching, belief in this country as a rich and powerful nation that has weathered that storm with less material damage than any other people. On this feeling speakers and writers who prefer to consider that we have not only weathered the storm but exploited it can play with the most unfortunate but perhaps not very deep-rooted results. If we in England assist the spreaders of jealousy and suspicion by belittling the war effort of other countries we are undermining the first foundation of the League of Nations.—*Manchester Guardian*.

NEW STEAMERS FOR COMMONWEALTH GOVERNMENT.

The "Times" learns that before leaving for Australia Mr. W. M. Hughes, the Commonwealth Premier, contracted with Messrs. Vickers, Ltd., for three large cargo steamers for the Commonwealth Government line of steamers.

It is understood that the ships will be driven by geared turbines and triple screws, and will burn oil fuel. The length of the ships is to be 530ft., the beam 68ft., and the loaded draught 29ft. The capacity of the ships is to be 900,000 cubic feet, of which 400,000 cubic feet are to be insulated. The ships will not be fitted for the passenger trade, but it is claimed that they will be the equal of any cargo ships in the Australian trade.

issue of stock was made, except in payment of assets, the stock would be offered pro rata to all stockholders in the company, and if that resolution was carried it would enable the company to offer to the deferred stockholders fresh stock in lieu of a bonus or dividend.

The resolutions were unanimously carried. The Chairman added that after the renewed expression of their confidence in carrying those resolutions with absolute unanimity he hoped stockholders would be present in as large numbers as possible at the confirmatory meeting on 18th July.

THE ALIENS RESTRICTIONS BILL.

GOVERNMENT DEFEATED ON DEPORTATION.

Now that we are promised a like Bill here, it is interesting to note that on the Aliens Restrictions Bill, under consideration by Standing Committee "A" at the House of Commons, the Government was defeated on July 2.

A clause was added providing that every former enemy alien now in the United Kingdom should be deported forthwith unless within one month of the passing of the Act he had made application to the Secretary of State in prescribed form and after due inquiry had been granted a licence.

The clause was an amendment to the Government's clause that the deportation should be dealt with by Order in Council, and it was passed by 14 votes to 12.

Mr. W. G. Nicholson (C.U.—Hants, Petersfield) presided, and the whole of the sitting was taken up by discussion on the clause, which was introduced in the names of Sir John Butcher (C.U.—York), Sir Herbert Nield (C.U.—Ealing), Sir Ernest Wild (C.U.—West Ham, Upton), and Messrs. Bottomley (Ind.—Hackney, S.), Joynton-Hicks (C.U.—Twickenham), and Stewart (C.U.—Chester, Wirral).

Sir John Butcher, in submitting the clause, mentioned that in November, 1918, there were in England 21,000 enemy aliens uninterred, and in April last 5,000 uninterred Germans were here. He wanted to know how these had been dealt with, and went on to argue that the only way to deal with this great and serious problem was by direct legislative enactment, such as was foreshadowed by responsible Ministers at the last election and by many Coalition candidates.

If effect was not going to be given to his promises, the Prime Minister should resign. The country was sick and tired of government by Orders in Council which might be satisfactory in times of war, but had not the backing of Parliament, and could not be justified in times of peace.

Mr. Shortt (Home Secretary), interposing, said a considerable number of aliens had been repatriated, and Mr. Justice Sankey's Committee were considering cases which had hitherto been exempted.

Sir John Butcher contended that only great pressure on the Home Office had resulted in the internment of aliens during the war, and now they were faced with the stern duty of seeing that none but very exceptional cases were exempted. The country demanded it and the Government had promised it.

Sir Herbert Nield urged that it was necessary and desirable that a rigid statutory standard to which all enemy aliens must comply must be set up. The Prime Minister and others had pledged that every interned German should be repatriated.

Sir Herbert particularly referred to the dangerous German element in the East End of London, but Sir William Pearce (C.L.—Limehouse) reminded the Committee that the East End alien population consisted almost entirely of Russian and Polish Jews.

A NEW ERA.
Commander Kenworthy (L.—Central Hull) opposed the clause on the ground that a change was taking place now that peace was signed, and people were becoming desirous of avoiding any cause for international hatred. He had no tender feelings for the Germans, but he counselled that the Government were able to deal with this matter as they proposed in their bill, and there was no need for statutory obligations. A new era was opening for the world, and international hatred should not be perpetuated.

Mr. Shortt opposed the clause and said the only difference between the Government and the Committee was a choice of method. The method of dealing with the admitted danger of Order in Council was, in the opinion of the Government, the most effective, as the method proposed by the Clause would tie the hands of the department and might not effect the object which they all had in view of deporting every dangerous alien.

The Secret Service of England was the most effective in the world, and the spy danger during the war had been greatly exaggerated, although the number of spies had not been exaggerated. The protection of the country would be adequately effected by the Government proposal which would enable the Secretary of State to deal promptly with the help of his special machinery and knowledge with any appearance of danger.

Mr. Ronald McNeill (C.U.—Canterbury) contended that a drastic dealing with enemy aliens was one of the chief objects which had put the Coalition Government into power. The matter would have to be fought out if the clause was resisted, and there would be widespread agitation. Sir Ernest Wild said his own view was that every German was a dangerous person. He would rather see the Government fall than that they should not carry out their pledge.

Mr. Tyson Wilson (Lab.—Lancashire, Westhoughton) and Mr. Hayday (Lab.—Nottingham) thought the danger could be adequately dealt with on the Government proposal, and that the clause, if put into the bill, might lead to a perpetuation of bitterness. The clause was pressed to a division.

DIRECT ACTION.

One writes to the Editor of the Manchester Guardian:

Sir—This is a question which needs very careful and sympathetic consideration and criticism, and much that is current misses the mark altogether. We are frequently invited, for instance, to consider how bad direct action would be as a method of government. Very few consider it as a permanent method of government. The real questions are: whether it would be a good method of revolution and whether revolution is desirable. The strongest line of defence seems to me this (and incidentally I must say that very few of those bitten with the idea put forward the strongest possible case): (1) the House of Commons does not represent the masses of the people, and (2) even if it did, it has become powerless for action.

1. The House of Commons does not represent the masses of the people because, (a) by official lying and censorship, by the spending of vast sums on Government propaganda and by the suppression of independent propaganda under D.O.R.A., the Government has prevented the masses from forming and expressing just political judgments; (b) by the power of enormous wealth concentrated in a few hands, the press is, with a few exceptions, the organ of a small, privileged minority. It follows that only a section of the better-informed, politically alert Labour people can get at the true state of things (e.g., with regard to Russia or Hungary), and they despair of getting their information through to the masses in the ordinary ways.

2. The House of Commons has become powerless for action by a slow process of atrophy through disuse of power. We have lately had government by consultation with groups of people, associated not by residence but by occupations and interests. A good many avowed revolutionaries also are advocating some sort of representation by occupations and interests rather than by geographical distribution; but they want the system to be avowed and public and universal, and thus to be secured from the dangers of corruption and partiality, so manifest in the unavowed and secret and partial revolution, which leaves the House of Commons as a toy for the masses to make-believe with (much for the same reason that Col. Gave Boswell the rope to hold on board his storm-tossed ship) while business is done secretly with selected interests.

The answer to this might be the one given in your leader of June 28: Let the Labour party "get the majority on its side and demonstrate the fact." This assumes that if the Labour party could convince the majority of the people that the House of Commons is not only powerless but unrepresentative the fact that they were convinced by electing a truly representative House of Commons, which would then insist upon resuming its powers. But how are the Labour party to get the majority clearly and quickly on their side, and still more, how are they to demonstrate their success, when the slow process of propaganda by speech and private (censored) printing is always outstripped by a press financed by the very interests they are fighting, and a Government which takes them for its secret service and its privileged propaganda?

What prospect is there of getting rid of this House of Commons before it is too late to save this country and the workers of the world from the shame and folly of destroying the Russian and Hungarian, and perhaps the German, revolutions, and of possibly expatriating German militarism into a tragic revival?

No one can believe that the mass of British workers ever would have knowingly supported our alliance with Tsardom and all its horrors for Russia and Persia and Finland. No one can believe that the mass of British workers would knowingly support Koltchak and Denikin and the White Terror. But the powers that be never have cared and never will care what the British workers want until they have proved themselves dangerous. This statement is made by all the articulate workers; its proofs are green in their memory and are daily renewed.

They believe that if only the truth could be known they have the majority on their side, but they despair of "demonstrating" this in ordinary ways and in a reasonable time, and they are convinced, moreover, that the Government would not act on a demonstration of opinion which was not backed by force. They think an intellectual, alert, informed, and passionate minority may so light up the situation by direct action that the great mass will see and will follow. They can then establish representative institutions which will work democratically.

This is the argument. Is there a convincing answer to it? [We fear that the "passionate minority," once in power, would act much like other minorities and perpetually find reasons for deferring the restoration of democracy to a more convenient season. It is also clear that the principle of constitutionalism once abandoned, what one minority can do another can attempt, and there is no solution but force.—Ed.]

The clause was pressed to a division, and was carried amid applause by 14 votes to 12. The Committee adjourned.

WEATHER REPORT.

August 28, 1919. 20m.—No returns from Vladivostok and Japan. Pressure has increased moderately along the coast from Shanghai to Hongkong, and decreased slightly over the Philippines. It is nearly stationary over Indo-China.

The depression over S. China has moved westward. It is now central over Tongking.

The typhoon in the Pacific is probably in about latitude 18° N. and longitude 130° E. this morning.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inch. Total since January 1st, 83.30 inches, against an average of 64.41 inches.

Forecast for the 24 hours ending at noon on August 29th:
1.—Hongkong to Cap Rock. S. winds, moderate; cloudy, showery.
2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamma. The same as No. 1.

4.—North coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

AUGUST 28, 1919.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.
Vladivostok 8.5.					
Nemuro 2.5.					
Hakodate 2.5.					
Yokohama 2.5.					
Kobe 2.5.					
Nagasaki 2.5.					
Kagoshima 2.5.					
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MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

AUGUST 28th, 1919.

Butcher Meat.		Poultry.	
Beef, Shoin, - Mo' Long Pa.	lb. 22	Chicken, - Kai Tai.	lb. 33
Prime Cut.	20	Capons, Small, - Sin Kai.	34
Corned, - Main Ngon Yuk.	22	Capons, Large, - Sin Kai.	33
Roast, - Tait.	21	Duck, - Ap.	22
Breast, - Ngau Nam.	20	Loose, - Fan Kai.	21
Scap, - Tong.	18	Eggs, Hen, - Kai Tai (cooking) per doz.	22
Steak, - Ngau Yuk Pa.	22	Eggs, Hen, - Kai Tai (fresh) per doz.	20
Steak, - Ngau Lau.	20	Fowls, Canton, - Kai.	18
Sausages, - Ngau Chong.	18	Fowls, Canton, - Kai.	18
Butter, - Ngau No per set.	10	Geese, - Ngo.	24
Tongue, fresh, - Ngau Li each lb.	10	Figeons, Canton, - Pak Kap, each.	22
Tongue, corned, - Ham Ngau Li.	10	Hothow, - Hoi Hui Pak Kap.	25
Head, - Ngau Tan, each lb.	1.00	Turkeys, Cook, - Fo Kai Kang lb.	63
Heart, - Ngau Tan, lb.	14	Turkeys, Cook, - Fo Kai Na.	56
Hump, Salt, - Ngau Kim.	20	Snipe, - Sha Tai.	each
Feet, - Ngau Kim, each lb.	10	Pheasant, - Shan Kai.	each
Kidney, - Ngau Yiu.	10	Quail, - On Chum.	each
Tail, - Ngau Mei.	20	Partridge, - Che Ku.	each
Liver, - Ngau Kon.	10		
Tripe (undressed), Ngau To lb.	5		
Chives, Head and Feet, - Ngau Tai.	1.10		
Mutton Chop, - Young Fat Kwai lb.	30		
Leg, - Young Fat Kwai.	30		
Shoulder, - Young Fat Kwai.	28		
Saddle, - Young Fat Kwai.	30		
Pig's Chitlings, - Chu Chong.	27		
Brains, - Chu No, per set.	2		
Feet, - Chu No, lb.	15		
Fry, - Chu Chap.	15		
Head, - Chu Tau.	15		
Heart, - Chu Sam.	each 10		
Kidney, - Chu Yiu.	each 10		
Liver, - Chu Kon.	lb. 30		
Fork Chop, - Chu Fat Kwai.	28		
Leg, - Chu Fat Kwai.	28		
Loin, - Chu Fat Kwai.	28		
Fat or Lard, - Chu Yau.	20		
Sheep's Head and Feet, - Young.	60		
Heart, - Young Sam.	each 8		
Kidney, - Young Yiu.	each 12		
Liver, - Young Kon.	lb. 30		
Smoking Pig, - order, - Chu Tai.	25		
Such, Beef, - Shang Ngau Yau.	25		
Mutton, - Shang Ngau Yau.	20		
Veal, - Ngau Tai Yuk.	20		
Sausages, - Ngau Tai Chong.	No. 1 lb. 25		

Fish.

Barbel, - Ka Yu.	lb. 25	Artichokes, - Ah Chi Chong.	each 10
Bream, -	20	Beans, Sprout, - Nga Tai.	lb. 4
Carrot, - Li Yu.	24	Long, - Yau Kok.	each 8
Cauliflower, - Chik Yu.	25	Best Root, - Hong Tai Tai.	each 10
Codfish, - Mun Yu.	22	Bitter Squash, - Fa Kwai.	8
Codfish, - Mun Yu.	22	Brijals, Green, - Ching Yau Kwai.	8
Codfish, - Mun Yu.	22	Red, - Hong Kwai.	8
Codfish, - Mun Yu.	22	Cabbage, Chinese, (common).	8
Codfish, - Mun Yu.	22	(Shanghai) - Ye Tai.	15
Codfish, - Mun Yu.	22	Cane Shoots, bunch, - Kan Shan.	8
Codfish, - Mun Yu.	22	Cantharides (Large), - Ye Tai Fat Kwai.	8
Codfish, - Mun Yu.	22	(Medium).	8
Codfish, - Mun Yu.	22	(Small).	8
Codfish, - Mun Yu.	22	Carrots, - Kan Shan.	15
Codfish, - Mun Yu.	22	Celery, Chinese, - Tong Kan Tai.	8
Codfish, - Mun Yu.	22	Chilies, Dried, - Kon Lat Chin.	8
Codfish, - Mun Yu.	22	Red, - Hong Kwai.	10
Codfish, - Mun Yu.	22	Green, - Ching Yau Kwai.	10
Codfish, - Mun Yu.	22	Curry Staff, English, - Ka Li Chu Lin.	10
Codfish, - Mun Yu.	22	Onion, - Ching Kwai.	2
Codfish, - Mun Yu.	22	Garlic, - San Tai.	2
Codfish, - Mun Yu.	22	Ginger, young, - Sun Tai Kwai.	8
Codfish, - Mun Yu.	22	Ginger, old, - Lo Kwai.	8
Codfish, - Mun Yu.	22	Horseradish, Shanghai, - Lik Kan.	18
Codfish, - Mun Yu.	22	Indian Corn, - Shuk Mai.	8
Codfish, - Mun Yu.	22	Lettuce, - Young Shang Tai.	1
Codfish, - Mun Yu.	22	Water Chestnuts, - Ma Tai.	17
Codfish, - Mun Yu.	22	Mandarin, - Kwai.	10
Codfish, - Mun Yu.	22	Lam Ma Tai.	10
Codfish, - Mun Yu.	22	Mushrooms, Fresh, - Shang Tai Ka lb.	45
Codfish, - Mun Yu.	22	Onions, Bombay, - Young Chung Tai lb.	12
Codfish, - Mun Yu.	22	Onions, Green, - Shang, Chung lb.	7
Codfish, - Mun Yu.	22	Onions, Shanghai, - Sheng Chai.	6
Codfish, - Mun Yu.	22	Parsley, - Kun Tai.	1.20
Codfish, - Mun Yu.	22	Potato, Sweet, - Fan Shu.	3
Codfish, - Mun Yu.	22	Japanese, - Yai Fan Shu Tai lb.	4
Codfish, - Mun Yu.	22	American, - Fa Ki Shu Tai lb.	4
Codfish, - Mun Yu.	22	Pumpkin, - Tung Kwai.	7
Codfish, - Mun Yu.	22	Radish, - Hung Lo Fat Tai.	7
Codfish, - Mun Yu.	22	Rhubarb, (French), - Tai Wong.	8
Codfish, - Mun Yu.	22	Shallots, - Kong Chong Tai.	8
Codfish, - Mun Yu.	22	Spinach, - Yin Tai.	15
Codfish, - Mun Yu.	22	Tomatoes, - Fan Kwai.	13
Codfish, - Mun Yu.	22	Taro, - Wu Tai.	6
Codfish, - Mun Yu.	22	Turnip, Fench, - Lo Pak.	6
Codfish, - Mun Yu.	22	Vegetable Marrow, - Lik Kwai.	3
Codfish, - Mun Yu.	22	Water Cress, - Sai Young Tai.	12
Codfish, - Mun Yu.	22	Lily root, - Lin Ngau.	12
Codfish, - Mun Yu.	22	Jams, - Tai Shu.	8

MOVEMENTS OF STEAMERS.

The C.P.O.S. Co's R.M.S. Empress of Japan arrived at Nagasaki on August 27, 8 a.m., left there August 27, 3 p.m., and is due at Kobe on August 28, 5 p.m.	
The N.Y.K. s.s. Shinyu Maru (Bombay Line) left Singapore for this port on the 28th August, and is expected here on the 2nd September.	
The N.Y.K. s.s. Kamo Maru (European Line) left Kobe for this port via Moji and Shanghai on the 28th August, and is expected here on the 4th September.	
The N.Y.K. s.s. Yokohama Maru (European Line) left London for this port via Suez, Canal on the 28th August, and is expected here on the 1st October.	
Latest Advice.	
The T.K.K. s.s. Anyo Maru sailed from Moji August 25 and is due at this Port on the morning of August 30.	
The C.M.P.S. Co's s.s. China sailed from Yokohama for Hongkong on August 25 and may be expected to arrive in Hongkong on September 3 in accordance with schedule.	
The T.K.K. s.s. Korea Maru arrived at Yokohama 19th August and will sail August 28, being due at this Port September 4.	
The American & Manchurian Line s.s. City of Moscow left New York on 11th July last and may be expected to arrive at Hongkong about the 15th September.	
The Admiral Line's s.s. Edmore (Seattle Line) sailed from Seattle July 18 and is due at Hongkong about August 25 via Yokohama and Kobe.	

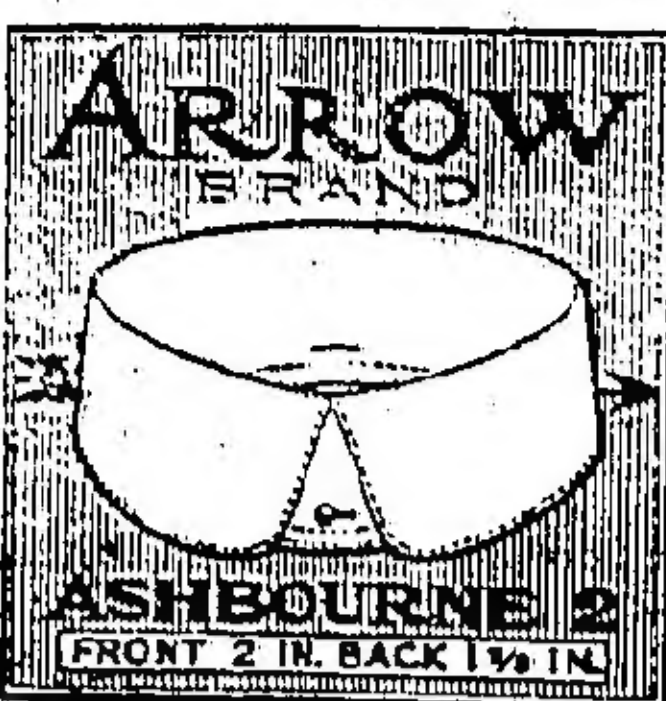
ARRIVALS.

August 28.	
NAM KAM, Chi, 463 tons, from Fokhoi, Capt. Thielmann, Wo Fat, C17.	
KWANGSE, Brit., 1,228 tons, from Canton, Capt. W. McDonald, B. & S. C44.	
KASHING, Brit., 1,143 tons, from Canton, Capt. Blackburn, B. & S. C48.	
TAISIUN, Capt. 1,216 tons, from Shanghai, Capt. Westerland, O.M.S.N. Co., Wharf.	
CLEARANCES.	
August 28.	
TRIGONIA, Dutch, 7 a.m., for Balikpapan, Brit., 7 a.m., for Kobe, J.M. & Co.	
SHINNO MARU, Jap., 6 a.m., for Keelung, O.S.K.	
SUSHU MARU, Jap., 2 p.m., for Hong Kong, O.S.K.	
HUICHOW, Brit., 9 a.m., for Tientsin via Weihaiwei, B. & S.	
PORTHOS, French, 4 p.m., for Yokohama via Shanghai, M.M. & Co.	
QUINBBAG, Amer., 5 p.m., for Amoy via Swatow, D.L. & Co.	

FOR A WEAK STOMACH.

A general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much and when constipated, take one of Chamberlain's Tablets. For sale by All Chemists and Storekeepers.

NOTICES.



ALL GOODS CAREFULLY PACKED FOR SHIPMENT

NIKKO JAPANESE FINE ART CURIOS and PACKING CONTRACTOR. HONGKONG HOTEL BUILDING. Tel. No. 1258. All Goods Guaranteed.

TRIALS SOLICITED BY JAMES STEER THE CHRONOMETER AND WATCH MAKER (Contractor to H.M. Naval Yard.) 9, Lee House Street, HONGKONG.

JUST ARRIVED. ENGLISH-FOREIGN PRONOUNCING DICTIONARIES AND A NUMBER OF FOREIGN LANGUAGES SELF-TAUGHT SERIES. BREWER & CO. Tel. 696. P. O. Box 12. 23 Queen's Road C.

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. KEEMUN, due here to-day and leaves for Shanghai and Japan August 29.	
The s.s. SHIDZUOKA MARU, left London July 23 and is due here via Suez September 1.	
The s.s. KAGA MARU, left London Aug. 8 and is due to arrive here via Suez September 1.	
The s.s. KOSHIMA MARU, left London Aug. 20 and is due here via Suez Sept. 30.	
The s.s. LIXION, due here September 4 and leaves for Shanghai and Taku September 5.	
The s.s. KEIYA, left London August 1 and is due here via Colombo, Penang and Singapore September 11, and leaves for Shanghai and Japan ports September 12.	
The s.s. PELEUS, due here September 17 and sails for Shanghai, and Japan September 18.	
The s.s. LYCAON, due here September 21 and sails for Shanghai and Japan September 22.	
The s.s. TELEMACHUS, due here September 24 and sails for Shanghai and Japan September 25.	
The s.s. MENTOR, due here September 28 and sails for Shanghai and Japan September 29.	
The s.s. REGESUS, due here October 6 and sails for Japan September 7.	
The s.s. TEUCER, due here October 16 and sails for Shanghai and Japan October 17.	

FROM HONGKONG.

The s.s. AJAX, leaves Shanghai August 24 and is due here August 28.	
The s.s. PYRENE, leaves Shanghai August 28 and is due here September 1.	
The s.s. ELFINOR, leaves Shanghai September 11 and is due here September 15.	
FROM JAPAN.	
The s.s. KOREA MARU, left Yokohama August 23 and is due here September 4.	
The s.s. ANYO MARU, due here from Moji August 31 and leaves for South America September 10.	
The s.s. SEIYO MARU, due here from Moji October 24 and leaves for South America November 4.	
The s.s. KAMO MARU, leaves Yokohama August 23 and is due here Sept. 5.	
The s.s. IYO MARU, leaves Yokohama Sept. 5 and is due here Sept. 19.	
The s.s. ATSUHA MARU, leaves Yokohama Sept. 18 and is due here October 3.	
The s.s. SHIDZUOKA MARU, leaves Yokohama October 3 and is due here October 17.	
The s.s. KAGA MARU, leaves Yokohama October 17 and is due here Oct. 31.	
The s.s. YOKOHAMA MARU, leaves Yokohama October 31 and is due here November 14.	
The s.s. KAMBA MARU, leaves Yokohama Nov. 14 and is due here via Kobe, Moji and Shanghai November 28.	
The s.s. ORBES, due here from Japan Ports and Shanghai September 9 and sails for Europe September 10.	
The s.s. ANTHOCHUS, leaves Yokohama August 30 and is due here September 16.	
The s.s. LAOMEDON, leaves Yokohama September 13 and is due here September 23.	

The s.s. KHIVA, leaves Yokohama October 1 and is due here via Kobe, Moji, Shanghai and Fookchow October 12.

The s.s. MISUMI MARU, leaves Yokohama November 28 and is due here via Kobe, Moji and Shanghai December 12.

The s.s. SADO MARU, leaves Yokohama December 12 and is due here via Japan ports and Shanghai December 26.

The s.s. KITANO MARU, leaves Yokohama December 26 and is due here via Kobe, Moji and Shanghai December 28.

FROM BOMBAY.

The s.s. SHINRYU MARU, left Bombay August 13 and is due here September 1.

The s.s. BORNEO MARU, due here from Java ports to-day and leaves for Japan ports August 31.

The s.s. HORIO MARU, due here from Java ports September 9 and leaves for Japan ports September 12.

FROM MANILA.

The s.s. CYCLOPS, leaves Manila Sept. 23 and is due here September 24.

The s.s. NIKKO MARU, left Manila August 23 and is due here via Suez September 19.

FROM AUSTRALIA.

The s.s. EMPRESS OF RUSSIA, left Vancouver Aug. 7, and is due here via Japan ports, Shanghai and Manila to-day.

The s.s. VENEZUELA, left San Francisco July 31 and is due here via Honolulu, Japan ports, Shanghai and Manila September 3.

The s.s. CHINA, left San Francisco Aug. 6, and is due here via Honolulu, Japan ports and Manila Sept. 4.

The s.s. KOREA MARU, left San Francisco Aug. 11, and is due here via Honolulu, Japan ports and Manila Sept. 12.

The s.s. FUSHIMA MARU, left Seattle August 5 and is due here via Japan ports, Shanghai and Manila Sept. 8.

The s.s. NIPPON MARU, left San Francisco Aug. 11, and is due here via Honolulu, Japan ports and Manila Sept. 12.

The s.s. CITY OF FLORENCE, left New York July 11 and is due here September 15.

The s.s. TENYO MARU, leaves San Francisco Aug. 27, and is due here via Honolulu, Japan ports and Manila Sept. 24.

The s.s. EMPRESS OF ASIA, leaves Vancouver September 4 and is due here via Japan ports, Shanghai and Manila September 26.

The s.s. EQUADOR, leaves San Francisco Aug. 23, and is due here via Honolulu, Japan ports, Shanghai and Manila Oct. 1.

The s.s. KATORI MARU, leaves Seattle Sept. 2, and is due here via Japan ports, Shanghai and Manila Oct. 1.

The s.s. MONTAGLE, leaves Vancouver September 8 and is due here via Japan ports, Shanghai and Manila October 2.

The s.s. SIBERIA MARU, leaves San Francisco Sept. 8, and is due here via Honolulu, Japan ports, Shanghai and Manila Oct. 8.

POST OFFICE.

Telegraphic communication with Wagon Lighthouse is interrupted.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwas or Mohammara in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unione, Vicenza, Treviso Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Force), and to Abyssinia, Baghdad, Freetown, French Somal Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FRIDAY, August 29.
U.S.A., Canada and Japan - Per EMPRESS OF RUSSIA.
Shanghai - Per SUYANG.

SATURDAY, August 30.
Japan - Per ANYO MARU.

SUNDAY, August 31.
Shanghai - Per CHENAN.
Europe via Suez - Per HONGHWA.
Europe - Per BATAVIA.

MONDAY, September 1.
Bombay - Per SHINRYU MARU.

OUTWARD MAILS.

FRIDAY, August 29.
Fort Bayard, Hothow and Haiphong - Per SONGMA, 9 a.m.
Formosa via Keelung, Shanghai, North China and San Francisco - Per WEST CONOR, 11 a.m.

Japan via Nagasaki - Per SENAVON, 11 a.m.

Choochoo - Per KASHING, 1 p.m.
Shanghai, North China and Japan via Yokohama - Per TITLITAP, 1 p.m.

Shanghai - North China - Per FOOCHOW, 2 p.m.
Philippine Islands, Sandakan, Australia and New Zealand via Thursday Island - Per TAIYUAN, Registration 1.45 p.m. Letters 2.30 p.m.

Straits, Bangkok and Calcutta - Per FOOCHANG, 2 p.m.
Philippine Islands - Per YUENSANG, 2 p.m.

Haiphong, Saigon, Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

SATURDAY, August 30.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

Sunday, August 31.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

Monday, September 1.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

Tuesday, September 2.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

Wednesday, September 3.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

Thursday, September 4.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

Friday, September 5.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

Saturday, September 6.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

Sunday, September 7.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

Monday, September 8.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

Tuesday, September 9.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ - Per PYRENE, 9 a.m. Registration 1.45 p.m. Letters 2.30 p.m.

ENTERTAINMENTS.

THE CORONET
Tel. No. 1748. Tel. No. 1743.

TO-NIGHT at 5.15 & 9.15
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